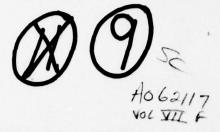
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INTERACTIONAL AERODYNAMICS OF THE SINGLE ROTOR HELICOPTER CONFI--ETC(U)
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USARTL-TR-78-23G





ROTOR HELICOPTER CONFIGURATION

VOLUME VII-E - Frequency Analyses of Wake Split Film
Data, Air Ejectors

hilip F. Sheridan

oeing Vertol Company .O. Box 16858 hiladelphia, Pa. 19142



eptember 1978

inal Report for Period March 1977 - February 1978

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Prepared for

APPLIED TECHNOLOGY LABORATORY

U. S. ARMY RESEARCH AND TECHNOLOGY LABORATORIES (AVRADCOM)

Fort Eustis, Va. 23604

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APPLIED TECHNOLOGY LABORATORY POSITION STATEMENT

In 1975 a wind tunnel test program was conducted in the Boeing-Vertol 20-foot V/STOL Wind Tunnel on a 1/5th-scale UTTAS model to investigate and find solutions for several aerodynamic problems encountered during the UTTAS flight-testing. Specifically, these tests focused upon (a) the structure of the hub/rotor wake in the vicinity of the empennage, (b) the formulation of the ground vortex and its relation to hub loads and fuselage loads during transition, and (c) the occurrence of vibratory air pressures from the blade passing over the fuselage. Only portions of the above-mentioned wind tunnel test data were reduced and analyzed in addressing the flight-test problems of the UTTAS aircraft.

Under Contract DAAJ02-77-C-0020, Boeing-Vertol completed analyses on the data to understand more completely the aerodynamic interactions that are involved and to formulate instructions for the guidance of designers in these respects. The results of these studies are applicable to all existing and future single-rotor/tail rotor helicopters. The data have been segregated according to aerodynamic interactions and associated phenomena/problem areas. From this body of knowledge, a generalized set of design guidelines meaningful to the single-rotor helicopter design concept formulation were developed and are included in these reports.

Mr. Robert P. Smith of the Aeronautical Technology Division, Aeromechanics Technical Area, served as project engineer for this effort.

DISCLAIMERS

The findings in this report are not to be construed as an official Department of the Army position unless so designated by other authorized documents.

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USARTL-TR-78-23G	2. GOVT ACCESSION P	
SINGLE ROTOR HELICOPT	y Analyses of Wake Split-	FINAL REPORT - 13 Feb 1978
· AUTHOR(*)		8. CONTRACT OR GRANT NUMBER(*)
Philip F. Sheridan		15 DAAJ02-77-C-0020 L
PERFORMING ORGANIZATION N		10. PROGRAM ELEMENT, PROJECT, TASK
Boeing Vertol Company P.O.Box 16858 Philadelphia, Pa. 19		62209A 7L262209AH76
Philadelphia. Pa. 19	AND ADDRESS	12 REPORT DATE
	aboratory, US Army Research	September 1978
	oratories (AVRADCOM)	395
Fort Eustis, Va. 2360 4. MONITORING AGENCY NAME &)4 ADDRESS(if different from Controlling Office	
		Unclassified 15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
6. DISTRIBUTION STATEMENT (of	this Report)	
Approved for public r	release; distribution unlim	
Approved for public r 7. DISTRIBUTION STATEMENT (of 18. SUPPLEMENTARY NOTES Volume VII of an eight	the abstract entered in Block 20, it different Single Volume Wake Sr	tional Aerodynamics of the Rotor Helicopter Configurat VII-E, Frequency Analyses o lit-Film Data, Air Ejectors
Approved for public r 7. DISTRIBUTION STATEMENT (of 18. SUPPLEMENTARY NOTES Volume VII of an eight Volume VII is compris	the abstract entered in Block 20, it different Single Volume Wake Sp	tional Aerodynamics of the Rotor Helicopter Configurat VII-E. Frequency Analyses of the Pilm Data, Air Ejectors thru G)
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PREFACE

The entire report describing the investigation of INTERACTIONAL AERODYNAMICS OF THE SINGLE-ROTOR HELICOPTER CONFIGURATION comprises eight numbered volumes bound as 33 separate documents. The complete list of these documents is as follows:

Volume I, Final Report

Volume II, Harmonic Analyses of Airframe Surface Pressure Data

- A Runs 7-14, Forward Section
- B Runs 7-14, Mid Section
- C Runs 7-14, Aft Section
- D Runs 15-22, Forward Section
- E Runs 15-22, Mid Section
- F Runs 15-22, Aft Section
- G Runs 23-33, Forward Section
- H Runs 23-33, Mid Section
- I Runs 23-33, Aft Section

Volume III, Flow Angle and Velocity Wake Profiles in Low-Frequency Band

- A Basic Investigations and Hubcap Variations
- B Air Ejector Systems and Other Devices

Volume IV, One-Third Octave Band Spectrograms of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps
- D Open Hubcaps
- E Air Ejectors
- F Air Ejectors With Hubcaps; Wings
- G Fairings and Surface Devices

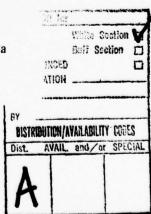
Volume V, Harmonic Analyses of Hub Wake

Volume VI, One-Third Octave Band Spectrograms of Wake Single Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Exploration
- C Hubcaps and Air Ejectors

Volume VII, Frequency Analyses of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps





D - Open Hubcaps

E - Air Ejectors

F - Air Ejectors With Hubcaps; Wings

G - Fairings and Surface Devices

Volume VIII, Frequency Analyses of Wake Single Film Data

A - Buildup to Baseline

B - Basic Configuration Wake Exploration

C - Hubcaps and Air Ejectors

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INTRODUCTION

Volume VII presents an array of machine plotted graphs of wake angle and velocity versus frequency in the band from 4 to 240 Hz derived from the split film transducers. This encompasses data in the spectrum through 10 times rotor speed which is 1433 RPM or 23.88 Hz.

The graphs showing wake frequency spectra are sequenced in the same order as the Outline of Wake Investigations (Table I). These graphs are distributed among Volumes $\mathrm{VII-A}$ through $\mathrm{VII-G}$ by the major categories of Table I in the following arrangement:

Volume VII-A - Build-up to Baseline
Volume VII-B - Basic Configuration
Volume VII-C - Effect of Hub Caps Sections 1 & 2
Volume VII-D - Effect of Hub Caps Sections 3 & 4
Volume VII-E - Effect of Hub Caps Section 5 and
Effect of Air Ejectors
Volume VII-F - Air Ejectors with Open Hub Caps and
Effect of Wings and Misc. Section 1
Volume VII-G - Effect of Wings and Misc. Sections 2 & 3

The Table I outline and other material is included for reference and as context to the work of each sub-volume. Table 2, the List of Test Runs, arranges the runs in numerical order and gives pertinent text parameters.

The Index of Rake Positions, Table 3, lists the hot film transducer rake positions in the model coordinate system for each run and its test points. The main feature of Table 3 is the indexing of the test point number to the model water line station and butt line as it varied from run to run. The table groups the runs as they shared the indexing correspondence of point with position. It is emphasized that the runs in a group do not necessarily all share the same number of test points but they do have same correspondence within their respective ranges of test points.

The orientation of the rake is shown pictorially in Figures 1 through 6 for the various test runs. Figure 7 presents a scaled drawing of the model with reference to the three-axis coordinate system.

TABLE 1			
OUTLINE OF WAKE IN	VESTIGATIONS		
Description	Configuration Code	Run No.	Base- line
Build-up to Baseline			
1. Nacelles removed	K ₁₃ +H ₁ -N	149	150
2. Blades off, rotating hub	$K_{13}-M+H_{1.0}$	160	156
3. " ", non-rotating hub	$K_{13}-M+H_{1.0}$	158	156
4. " ", hub off	$K_{13}-M-H_{1.0}$	159	156
Basic Configuration			
1. Wake Explorations near Empennage			
(a) 15" Long. + traverse at T/R C.L.	K ₁₁	111	
(b) 9" Vert. + " above T/R "	"	112	
(c) 2" " " in vortex (d) 8" " (continue 112)	"	113	
(e) 13" " behind stab.	· ·	115	
(f) Lateral traverse, left stab. (One T.P. only)	11	116	
(g) Same continued	· ·	117	
(h) Same continued (One T.P. only) (i) Lateral traverse right stab.	"	118	
(j) T/R effect on wake	$K_{11}+T_2^0$	121	115
2. Climb/Descent Studies			
(a) Climb 900 FPM (b) Descent 800 FPM	K _{1 1}	135 136	
Effect Of Hub Caps			
1. Solid Caps on Canister			
(a) 7.6" diam. 2.17" ht. soft Pitch Arms	K ₁₁ -H _{1.0} +H _{1.2}	137	136
(b) 7.6" diam. 2.17" ht. stiff Pitch Arms	K ₁₃ +H _{1.2}	153	156
(b) 7.6" diam. 2.45" ht. flt. test config.	K ₁₃ +H ₁₊₂₊₁ +I ₁ +E ₁₊₀	207	188

TABLE 1 (CONTI	NUED)		
OUTLINE OF WAKE INVE	STIGATIONS		
Description	Configuration Code*	Run No.	Base- line
Effect of Hub Caps (Continued)			
2. Solid Caps Raised Above Canister			
(a) 7.6" diam. 2.45" ht. 70" depth, .55 gap	H _{1.2.2} +I ₁ +E _{1.0}	208	188
(b) 10.0" diam. 3.25" ht. 1.55" depth, .50" gap	H _{1.8.1} +I ₁ +E _{1.0}	189	188
(c) 10.0" diam. 4.125" ht. 2.05" depth, .875" gap	H _{1.8.2} +I ₁ +E _{1.0}	190	188
(d) Repeat of 189		210	188
3. Open Caps Without Underbody			
(a) 10.0" diam. 1.25" gap,blades (b) " " gap, no blades	$H_{1.0.1}^{H_{1.0}} = H_{1.0.1}^{+I_{1}} = H_{1.0}^{+E_{1.0}}$	193 166	188/166 158
(c) " " 2.05" gap,blades (d) " " 1.75" gap, no blades	H _{1.14.1} +I ₁ +E _{1.0} H _{1.0.1} -M	211 165	188 158
(e) " " 1.87" gap,blades (f) 16" diam. 2.00" gap,blades (g) " " gap, no blades	H _{1.7.1} -M H _{1.7.1} -M	191 168 167	188 156/167 158
(h) " " 4.00" gap,blades	H _{1.7.2}	169	156
4. Open Caps with Underbody			
(a) 7.6" diam. 1.25" gap (b) " " " " center post	1	194 198 202	188 188 194
(d) 10.0" diam5" gap, no blades	H _{1.5.1} -M	164	158
(e) " " 1.25" gap, no blades	H _{1.5.2} -M	161	158
(f) " " 2.0" gap, no blades	H _{1.5.4} -M	163	158
(g) " " 4.0" gap, no blades	H _{1.5.3} -M	162	158
(h) " " 1.25" gap	H _{1.5.2}	154	156/161
*Basic Code is Kl3.			

TABLE 1 (CONTINUED) OUTLINE OF WAKE INVESTIGATIONS Configuration Run Base-Description Code* No. line Miscellaneous Hub Covers (a) Hub fairing 16" diam. 151 150 H_{1.3} (b) Wham-O-Frisbee 10" diam. H1.9.0+E1.2 182 181 (c) Fab. glass Frisbee 16" diam. H1.9.1+E1.2 183 181 Effect of Air Ejectors H_{1.0}+E_{1.0} 172 Basic system no blowing 156 " 40 psi 2. 173 156/172 3. 150 psi 174 156/172 4. Wide chord shroud 40 psi 175 156/173 H₁,0+E₂.5.1 176 | 156/174 184 | 156/173 187 | 156/174 5. Wide " " 150 psi H₁·0+E₃·5·2 H₁·0+E₃·5·4 1·0+E₃·5·4 6. W/C shroud w. lip 40 psi 7. Same Contoured Parallel 150 psi 8. Bifurcated duct 0 psi 203 156 9. " 40 psi 204 156/203 LO. 150 psi 205 156/203 Air Ejectors with Open Hub Caps with Underbodies 1. 7.6" diam. 1.25" gap, 0 psi H_{1.11.1}+1₂+E_{1.0} | 194 | 188/172 | 188 11 11 20 psi 2. " 11 11 3. ** ** 40 psi 196 188/173 ** 11 11 ** ** 11 ** 150 psi 197 188/174 H_{1.11.1}+I₂+E_{4.0} | 198 | 188/194 | 199 | 188/196 | 188/196 | 188/196 ** 0 psi 11 6. 40 psi 150 psi 200 188/196 H_{1.11.2}+I₂+E_{4.6} 201 188/200 H_{1.5.4}+E_{2.5.1} 177 156/176 8. Same with center post $H_{1.11.2}+I_2+E_{4.6}$ 9. 10.0" diam. 2.0" gap wide ch'd $H_{1.5.4}+E_{2.5.1}$ shroud (150 psi) Effect of Wings and Misc. Wings (a) Nacelle-mounted stub wing 178 181 $H_{1.0}+W_{1.0}+E_{1.1}$ H1.0+W3.0+E1.0 181 (b) Single slotted flapped wing 180 179 (c) Dougle slotted flapped wing $H_{1.0}+W_{2.0}+E_{1.0}$ 181 (d) Boom-mounted stub wing H1.0+W4.0 186 156 *Basic Code is K13.

8

TABLE 1 (CONTINUED)

OUTLINE	OF	WAKE	INVESTIGATIONS
---------	----	------	----------------

	OUILING OF WAKE INV	ESTIGATIONS		
	Description	Configuration Code*	Run No.	Base- line
2.	Crown Fairings (a) Flat top behind shaft (b) Round top behind shaft (c) Extended flat top fairing (d) Flat top + 16" cap, 4" gap (e) Forward fairing/nacelle fairing	K ₁₁ +D ₁ K ₁₁ +D ₂ H ₁ +D ₄ H _{1·7·2} +D ₄ P _{1·0}	140 141 170 171 152	138 138 156 170 156
3.	Surface Devices (a) Vortex generators (b) Guidevane between nacelles (c) Longitudinal strakes (d) 14% porosity spoiler	K ₁₁ +VG ₂ , 1 K ₁₁ +FV ₁ H _{1•5,3} +S ₄ K ₁₁ +X ₁	139 142 155 143	138 138 156 138

*Basic Code is K13 unless noted otherwise.

	1	I K												
	TAIL	ROTOR	Off	.	=	=	=	=	=	=	=	o	Off	=
	MR HT.	h/d	9	=	=	=	=	=	=	=	=	E	=	=
	MODEL	o /h	-2.0	=	=	=	=	=	=	=	=	=	-4.5	-2.0
	MODEL	9	0.9	=	н	=		=	u		=	=	0.9-	0.9
AKE	DISK	rpg.	æ	=	ıı	=	=		п.		=	=	=	=
IS IE HUB WAKE	RPM	MR/TR	1433/0	- 11	=	=	=	"		=	=	1433/ 4500	=	=
2 TEST RUN NS OF TE	VTUN	KNOTS	80	=	=	=	=	=	п	=	=	=	п	=
TABLE 2 LIST OF TEST RUNS BASIC INVESTIGATIONS OF THE	NOT#IGNOO/NOT##81151ANOO	NOTTEGORY (NOTTEGORY AND)	K ₁₁ /15" Long. wake traverse at TR center line	" /9" Vert. wake traverse above TR center line	" /2" Vert traverse through MR vortex	" /8" Vert. traverse below TR center line	" /13" Vert. traverse behind stabilizer	" /Lateral traverse - left stabilizer	" /116 continued	" /116 continued	" /Lateral traverse - right stabilizer	K ₁₁ +T ₂ /Effect of tail rotor flow on wake	K_{11}/W ake in 900 fpm climb	" /Wake in 800 fpm descent
	RUN	NO.	111	112	113	114	115	116	117	118	119	121	135	136

TABLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

RUN	CONFIGURATION/CONDITION	VTUN	RPM	DISK	MODEL	MODEL	MR HT.	TAIL
		KNOTS	MR/TR	pst.	a a	0	h/d	ROTOR
137	Kll-Hl.0+Hl.2/Effect of 7.6 inch diam. solid hub cap	80	1433/0	8	9	-3.8	8	Off
138	K ₁₁ /Repeat of base run	=	п		=	=	=	
139	Kll+VG2.1/Effect of vortex gener- ators on aft crown	=	=	=	=	=	=	
140	$ exttt{K}_{11} + exttt{D}_1/ exttt{F} exttt{Iat-topped "doghouse" fair-ing on aft crown}$	и	ŧ	=	=	=	=	=
141	$^{ m K}_{11}$ $^{+}$ $^{ m D}_2$ /Rounded-top fairing	=		=	=	=	=	=
142	K ₁₁ +FV ₁ /Deflection vane on crown between nacelles	=	=	=	=	= .	=	=
143	$K_{11}^{+}X_{1}/Variable$ porosity spoiler	11	=		=	44		
149	K ₁₃ +H ₁ -N ₁ /Effect of nacelles off also add stiff pitch arms (K ₁₃)	60	1075/0	4.5				
150	$K_{13}+H_1/60$ knot baseline		=	=	:	=		
151	K ₁₃ +H _{1.3} /16 inch diam. helmet fair- ing	=	=	=	=	9	=	=
152	K ₁₃ +P _{1.0} /Pylon and intake fairings	80	1433/0	8		=		:
153	$K_{13}^{+H}_{1.2}/\text{Repeat}$ 137 with K_{13} pitch arms	=						
								-

		TAIL	ROTOR	Off	:	=	:	=		=		=		=	=
		MR HT.	p/q	8	=	-	=	=	=	=	=	=	=	=	=
		MODEL	o /h	-3.8	=	=	2	=	=	=	•	=	=	=	=
		MODEL	οD	9	3	=	2	=	=	=		=	=	=	=
	ES	DISK	rbg.	8	=	=	z	=	=			=	=	=	=
<u> </u>	NG DEVIC	RPM	MR/TR	1433/0		=	0/0	-	1433/0	0/0			=	=	=
(CONTINUED)	-ALTERIN	VTUN	KNOTS	80	=	=	2	=	=	=		•			=
TABLE 2 (CONTINUED) LIST OF TEST RUNS	EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION		K13+H1.5.2/10" open hub cap, 7" underbody, 1.25"qap		K ₁₃ +H _{1.0} /Baseline with K ₁₃ ,i.e., stiff pitch arms	K ₁₃ -M+H _{1.0} /Wake studies with blades off, hub not rotating	K ₁₃ -M-H _{1.0} /Wake studies with hub of	K ₁₃ -M+H _{1.0} /Same as 158 except hub is rotating	K ₁₃ -M+H _{1.5.2} /Repeat of 154 without blades	K ₁₃ -M+H _{1.5.3} /Same as 161 except 4"	K ₁₃ -M+H _{1.5.4} /Same as 161 except 2"	K ₁₃ -M+H _{1.5.1} /Same as 161 except 0.5" gap	K ₁₃ -M+H _{1.0.1} /10" open hub cap,no underbody,same cap vert.position as Run 154	K ₁₃ -M+H _{1.0.2} /Same as 165 with cap lowered by 0.5"
		RUN	NO.	154	155	156	158	159	160	161	162	163	164	165	166

TABLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

T H	S.	w.		Π									
TAIL	ROTOR	Off	=	=	=	:	=	=	=	=	-	=	
MR HT.	p/q	8	=	=	=	=	=	=	=	=	-	=	
MODEL	•	-3.8	=	=	=	=	=	=	•	=		=	The state of the s
MODEL	a a	9	:	=	=	=		=	=	=	-	=	
DISK	pst.	œ	=	=	=	=	=	=	=		=	=	
RPM	MR/TR	0/0	1433/0		=	=		=		=	=	=	-
VTUN	KNOTS	80	=	=			=	=			=	=	
CONFIGURATION/CONDITION		K ₁₃ -M+H _{1.7.1} /16" open cap, no underbody, 2" gap	Kl3+Hl.7.1/Blades on, config. as	K ₁₃ +H _{1.7.2} /16" open cap, no under- body, 4" gap	K ₁₃ +H _{1.0} +D _{4.0} /Extended flat top fairing on aft crown	K ₁₃ +H _{1.7.2} +D _{4.0} /Same fairing as 170 same cap as 169	K ₁₃ +H _{1.0} +E _{1.0} (0psi)/Basic air ejector zero blowing baseline		K ₁₃ +H _{1.0} +E _{1.0} (150 psi)/Same as 172 with 150 psi supply	K ₁₃ +H _{1,0} +E _{2,5,1} (40 psi)/Ejector with wide chord shroud at 40 psi	K ₁₃ +H _{1.0} +E _{2.5.1} (150 psi)/Same as 174 with 150 psi supply	K ₁₃ +H ₁ .5 ₁ 4+E ₂ 5,1(150 psi)/Same as	
RUN	NO.	167	168	169	170	171	172	173	174		176	177	-

	TABLE 2 (C	2 (CONTINUED)	,					
	LIST OF TEST RUNS	TEST RU	ន					
	EVALUATION OF WAKE-ALTERING DEVICES	ALTERING	3 DEVICE	S				
RUN	CONFIGURATION/CONDITION	VTUN	RPM	DISK	MODEL	MODEL	MR HT.	TAIL
NO.		KNOTS	MR/TR	psf.	8	· A	þ/q	ROTOR
179	K ₁₃ +H _{1.0} +W _{2.0} +E _{1.0} (0 psi)/Double slotted flapped wing	80	1433/0	8	9	-3.8	8	Off
180	K ₁₃ +H _{1.0} +W _{3.0} +E _{1.0} (0 psi)/Single slotted flapped wing	=	ш	=	=	=	=	=
181	K ₁₃ +H _{1.0} +E _{1.2} (0 psi)/Baseline with ejector tube moved aft	z			"	2	=	=
182	K ₁₃ +H _{1.9.0} +E _{1.2} (0 psi)/Standard 10 ^o frisbee				u	=	=	=
183	K ₁₃ +H _{1.9.1} +E _{1.2} (0 psi)/16" fabri- cated frisbee	=		=	"	=	=	=
184	2 ×	п		=	=		=	
185	0 psi)/ vith 150	=		=	=	=	=	=
186	K ₁₃ +H _{1.0} +W _{4.0} /Boom mounted stub wing			=	ш	=	=	=
187	Kl3+Hl.0+E3.5.4 (150 psi)/Like 185 with modified shrond				=	ш	=	
188	K ₁₃ +H _{1.0} +I ₁ +E _{1.0} (0 psi)/Baseline with I, instr. ring	=		=	=		=	
189	K ₁₃ +H _{1.8.1} +I ₁ +E _{1.0} (0 psi)/Solid cap, 10" diam. 3.25" height	=	=	=	=	=	=	=
190	K ₁₃ +H _{1.8.2} +I ₁ +E _{1.0} (0 psi)/Same as 190 except + 4.12" height	=	=	=	=	=	=	=

ROTOR TAIL Off = = h/d 8 = -3.8 MODEL 9 9 = DISK LDG. Psf 8 = EVALUATION OF WAKE-ALTERING DEVICES RPM MR/TR 1433/0 = LIST OF TEST RUNS TABLE 2 (CONTINUED) V_{TUN} KNOTS 80 K₁₃+H_{1.2.1}+I₁+E_{1.0} (0 psi)/7.6" solid 189 and 210 except cap is oper K₁₃+H_{1.15.1}+I₁+E_{1.0} (0 psi)/Repeat K13+H1.0+E5.0 (150 psi)/Bifurcated Kl3+Hl.0+E5.0 (40 psi)/Same as 204 Kl3+Hl.2.2+Il+El.0 (0 psi)/Same as K13+H1.14.1+I1+E1.0 (0 psi)/Like CONFIGURATION/CONDITION 207 except 0.55" gap cap, no gap duct with 150 psi air with 40 psi air 204 205 208 210 207 211 RUN NO.

TABLE 3

INDEX TO RAKE POSITIONS

INDEX TO RAKE TOSTITORS					
RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
111	20 21 22 24 26 28 30 32 34 36	53.5 " " " " "	103.1 105.0 107.0 109.0 111.0 112.9 114.9 116.9 118.9	-7.25 " " " " "	1
112	2 4 6 8 10 12	48.9 50.8 52.7 54.5 56.2 57.2	107.3	-7.25 " " "	1
113	2 4 6 8 10 11	51.7 52.3 52.8 53.3 53.9 53.3	103.3	-3.25 " " "	1
114	2 4 6 8 10	44.5 46.4 48.2 50.0 51.9	103.0	-3.25 " "	1
115	3 4 6 9 10 12 14 16 18 20	52.9 52.0 50.0 48.0 46.0 44.1 42.1 53.0 54.0	124.7	-3.25	1

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
116	7	36.9	100.5	-17.5	1
117	2 4 6 8 10	37.6 37.3	100.5 99.6 "	-16.0 -14.0 -12.0 -10.0 - 8.0	1
118	2	37.6	100.5	- 6.0	1
119	2 5 8 9 14 16 20 25	37.3 " " " 51.5 52.3	99.6 " " " 102.5 101.7	+ 6.0 8 10 " 14 16 17.5 -17.5	1
121	3 4 6 8 10	62.9 53.5 50.1 46.0 42.1	129.0	+ 5.7	2
135	2 4 6 8 10 12 14	56.9 54.5 52.5 50.5 48.5 46.5 44.5	106.3	- 5.7 "	3
136	2 4 6 8 10 12 14 17 18 19	56.5 54.5 52.5 50.6 48.5 46.5 44.5 37.1 39.0 41.0	104.0	- 8.0	4

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

			Г Т		
RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
137	3 5 7 9 11 13 15 17	38.7 39.9 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0	5
138-41, 143	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0	5
142	7 8 9 10 11 12 13 14 15 16	37.8 "40.2 42.0 44.0 46.0 48.0 50.0 52.0 54.0 56.8	98.4 " 100.5 " 103.6	- 8.0	5

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

	,	p	 		
RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
149-151	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.5 100.6 " 103.5	- 8.0	5
152-6, 158 161-4, 166 167, 169-71 175, 177-9 180,182,184 186-8, 190 191,193,194 196,198,201 204,207,208 211	5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9 56.9	97.9 100.6 104.6	0.0	6
159	1 2 3 4 5	54.9 52.9 50.7 48.6 46.7	104.6	0.0	6
160,203	5 6 7 8 9 10 11	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
165	3 4 5 6 7 8	44.9 42.9 46.9 48.9 50.9 52.9	97.9 100.6 104.6	0.0	6

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
168, 183	4 5 6 7 8 9 10	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0 "" ""	6
172	3 4 6 7 8 9 10	42.9 44.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 " 100.6 " 104.6	0.0	6
173,174,176 185,195,197 199,200,205 210	2	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
181	2 3 4 5 6 7 9 10 11 12 13	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6 "	0.0	6

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
189	29 30 31 32 33 34 35 36 37 38 39	42.9 44.9 46.9 48.9 50.9 50.9 52.9 54.9	97.9 100.6 " 104.6 100.6 104.6	0.0	6
202	3 4 5 6 7	43.4 44.9 46.9 48.9 50.9	97.9 100.6 104.6	0.0	6

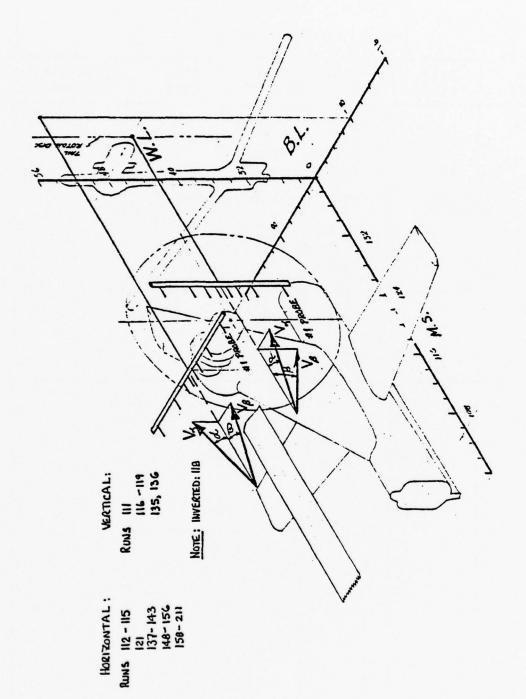


FIGURE 1 - RAKE ORIENTATION DIAGRAM



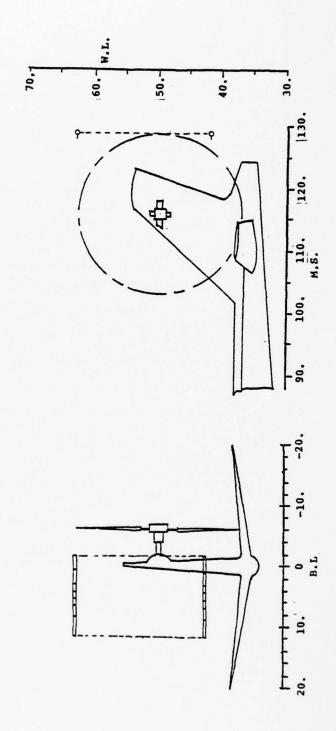


FIGURE 2 -HOT FILM RAKE LOCATIONS



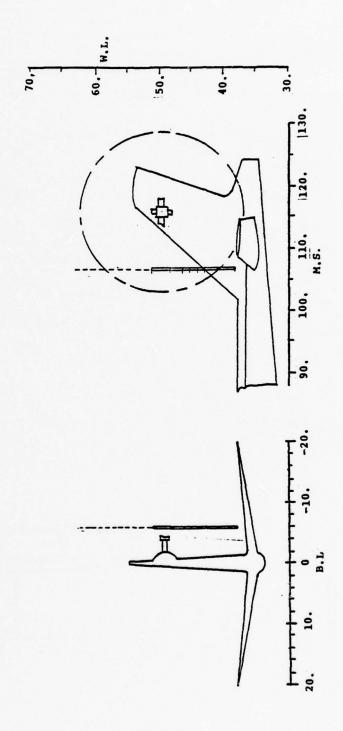


FIGURE 3 -HOT FILM RAKE LOCATIONS



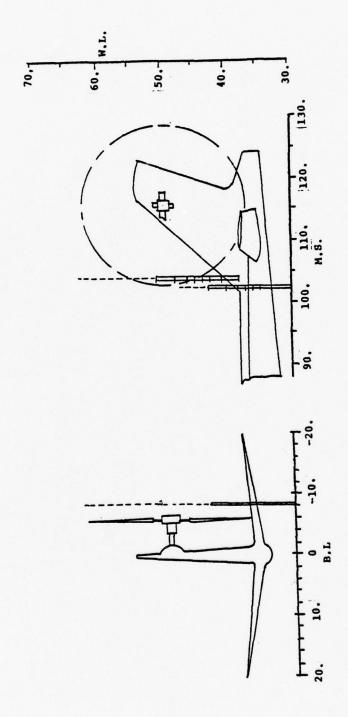


FIGURE 4 -HOT FILM RAKE LOCATIONS

RUN 137, 138, 139, 140, 141, 142, 143, 148, 149, 150, 151

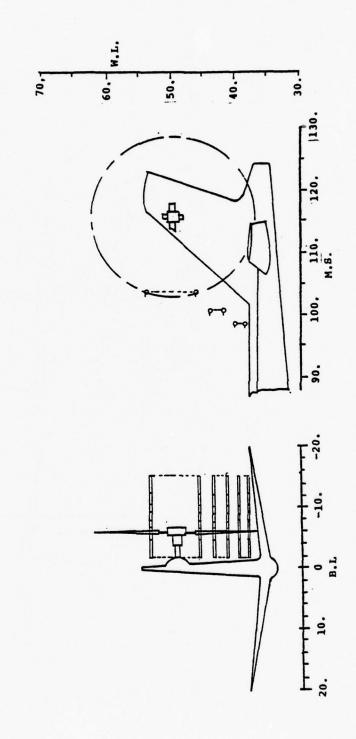


FIGURE 5 -HOT FILM RAKE LOCATIONS

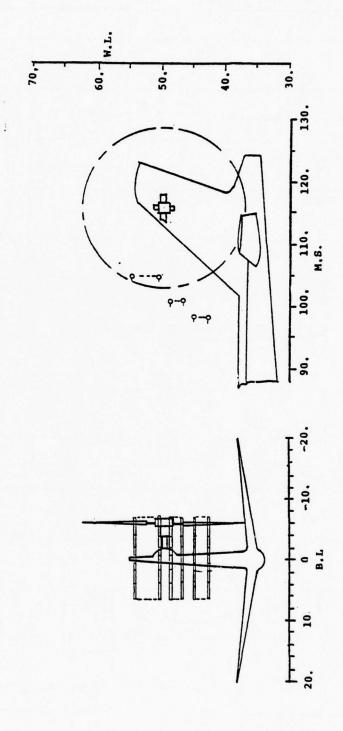
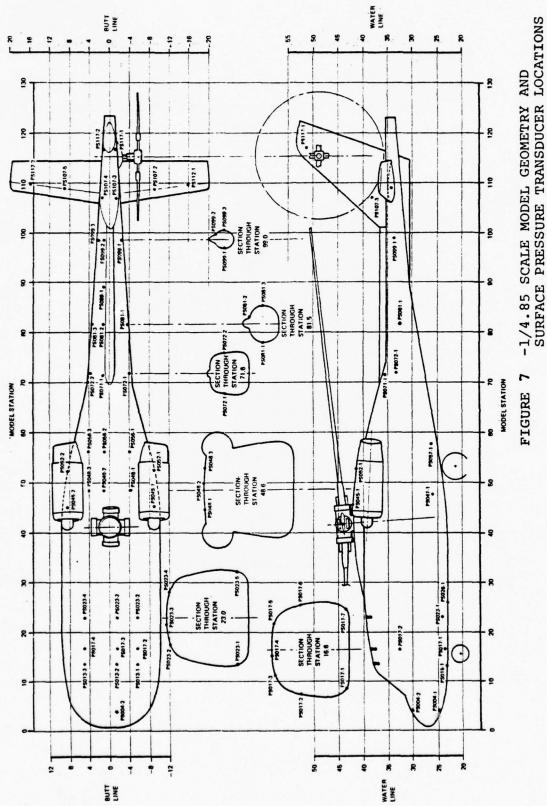
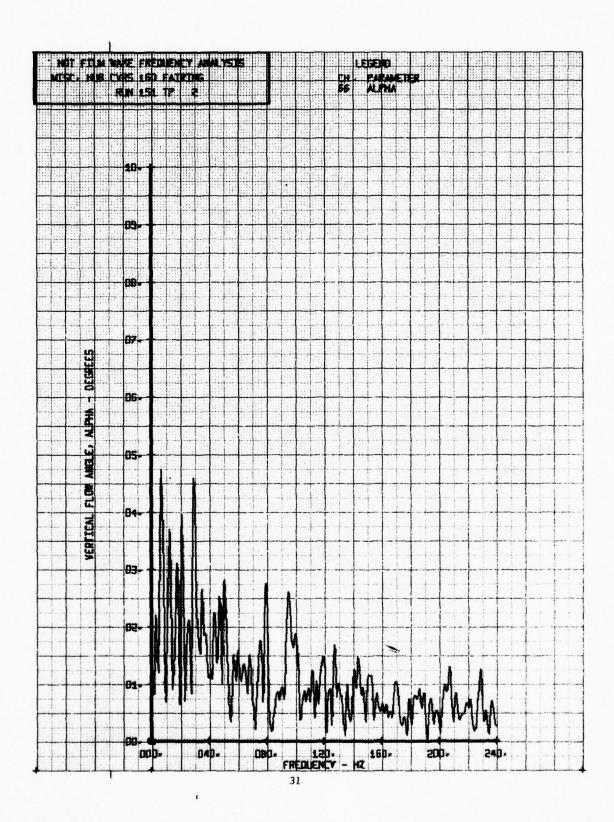
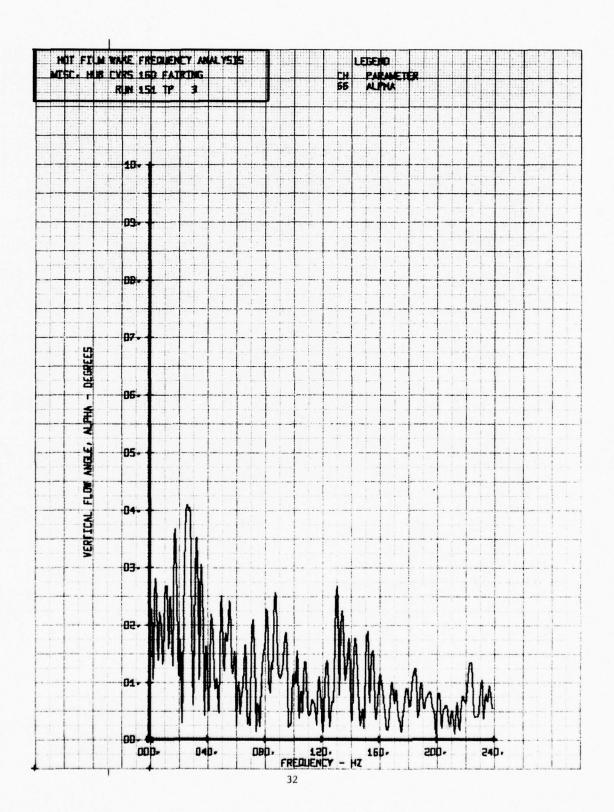
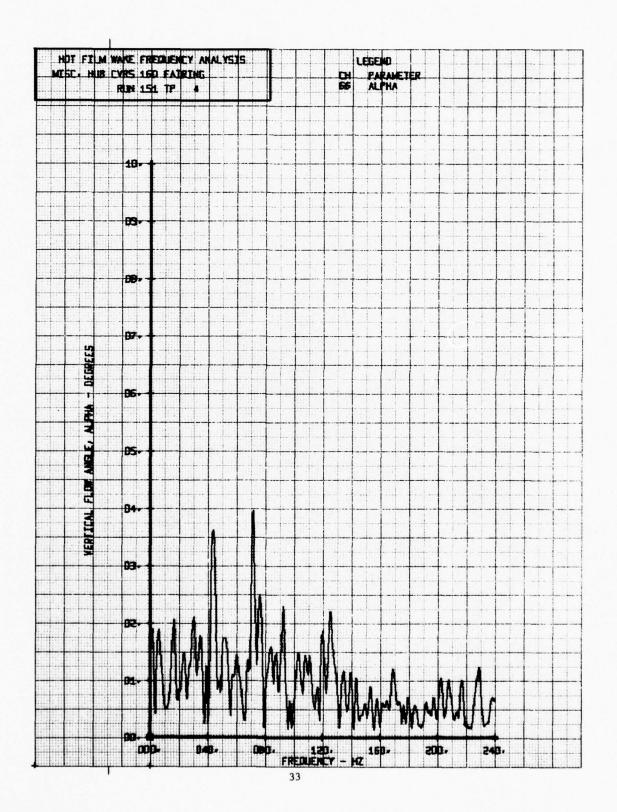


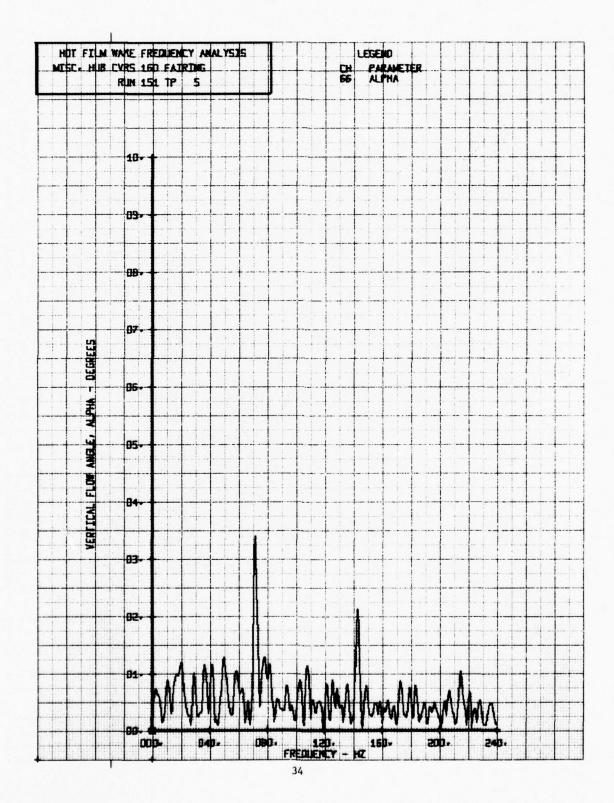
FIGURE 6 -HOT FILM RAKE LOCATIONS

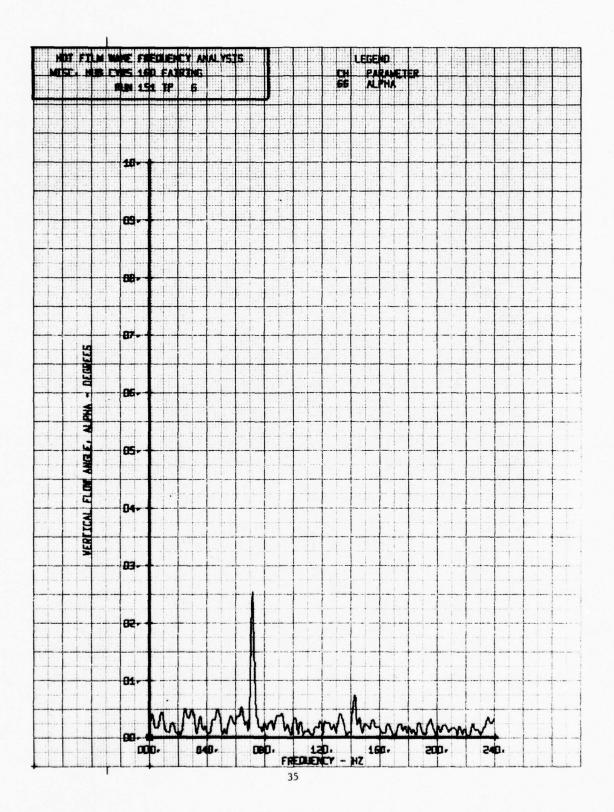


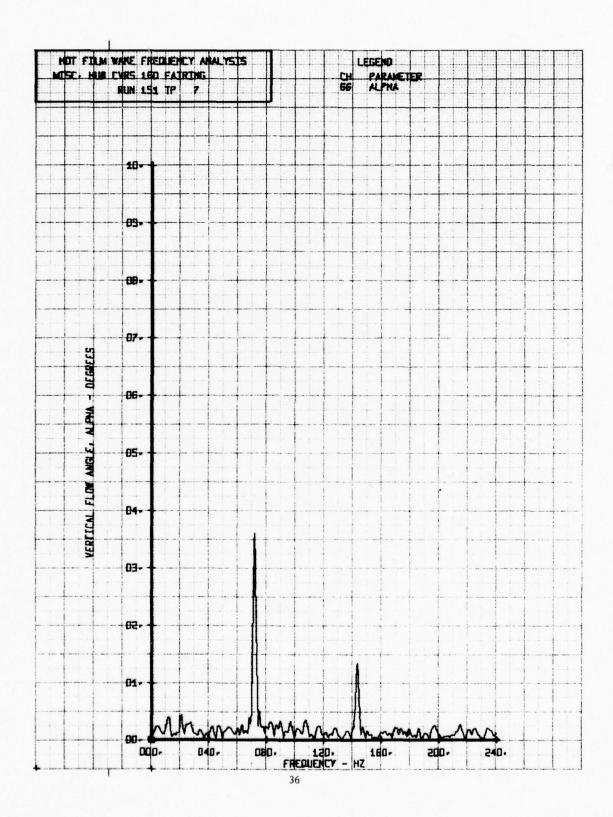


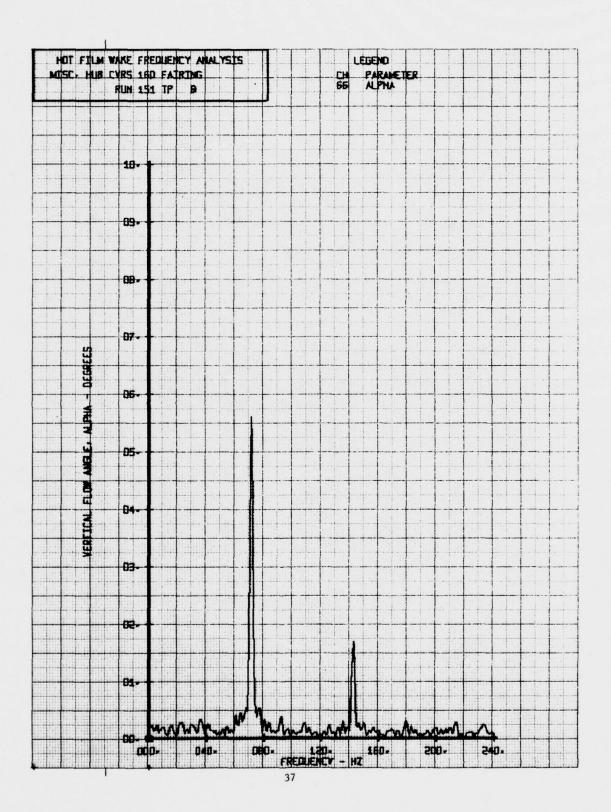


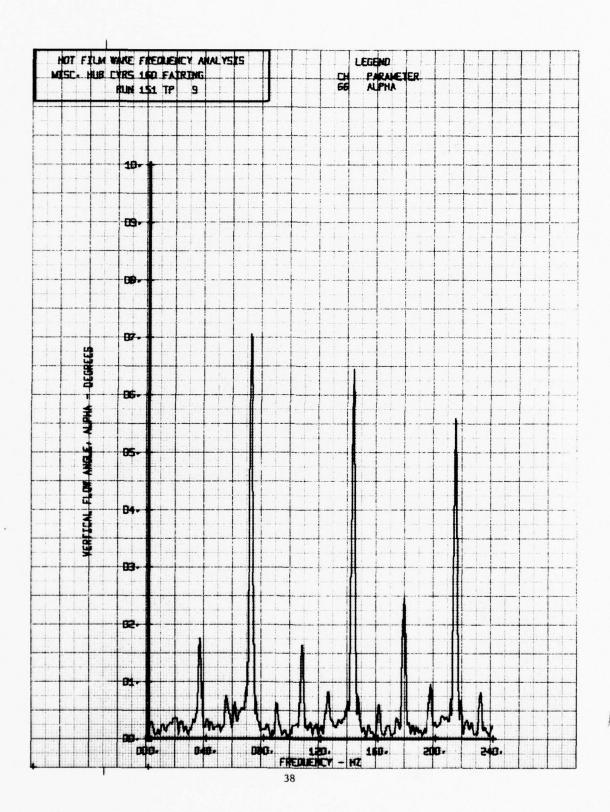


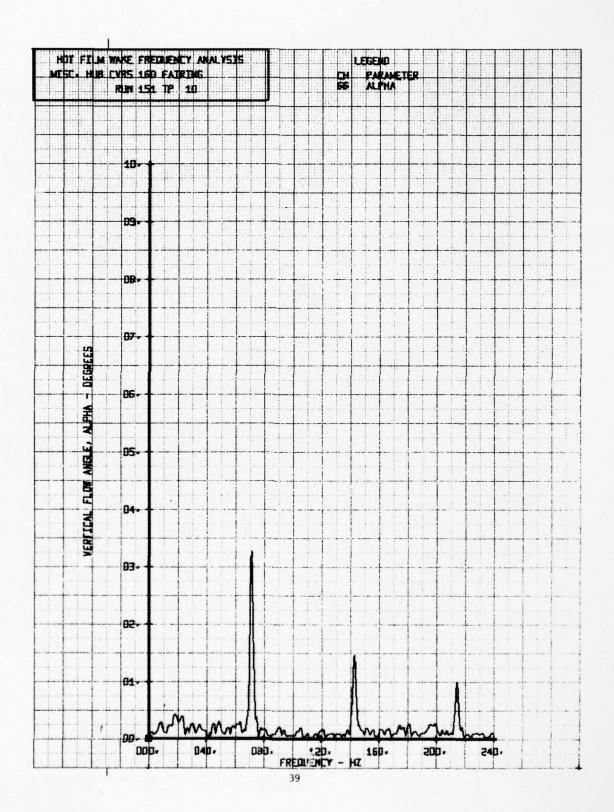


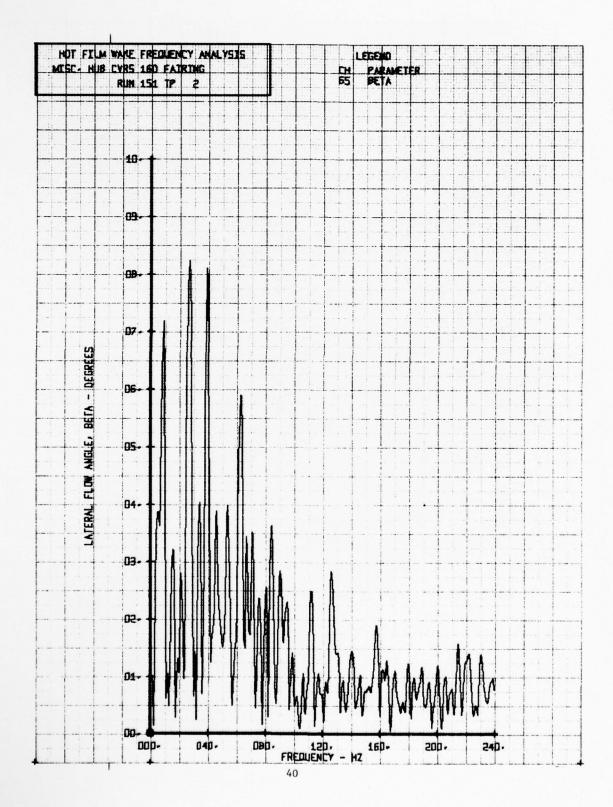


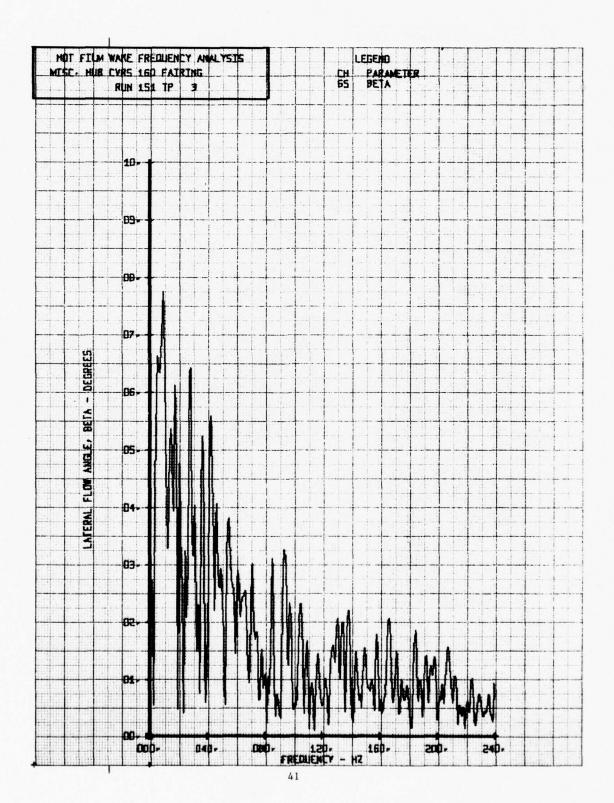


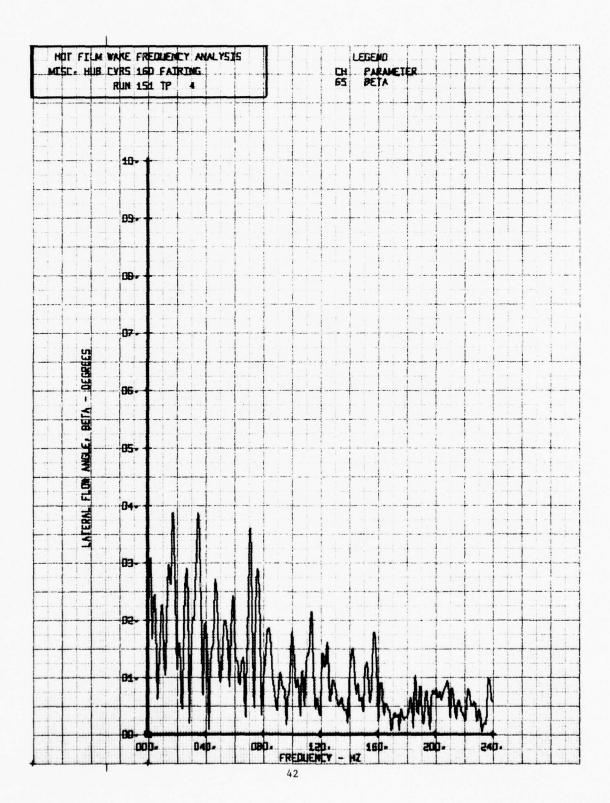


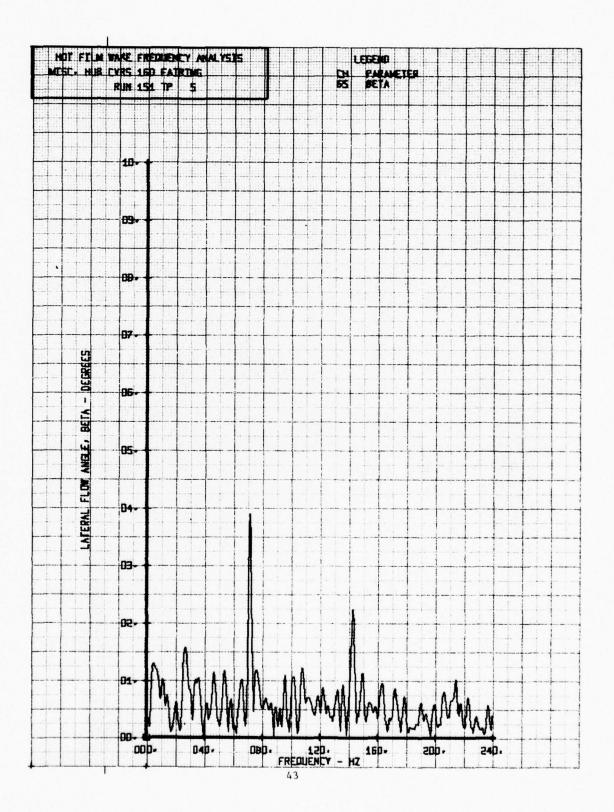


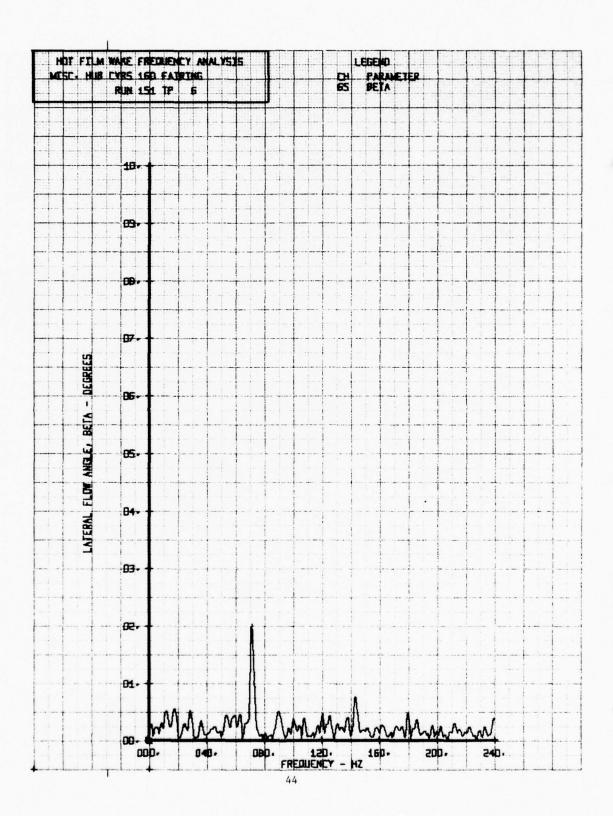


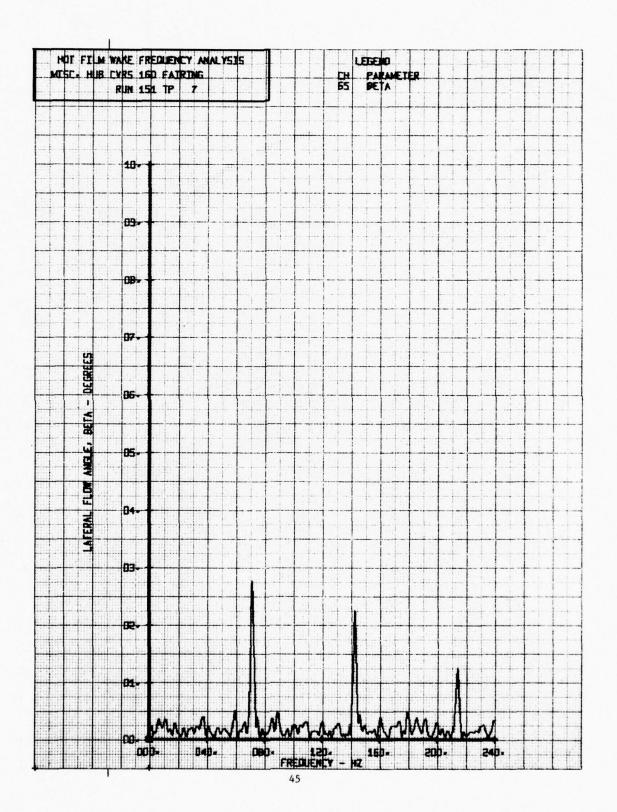


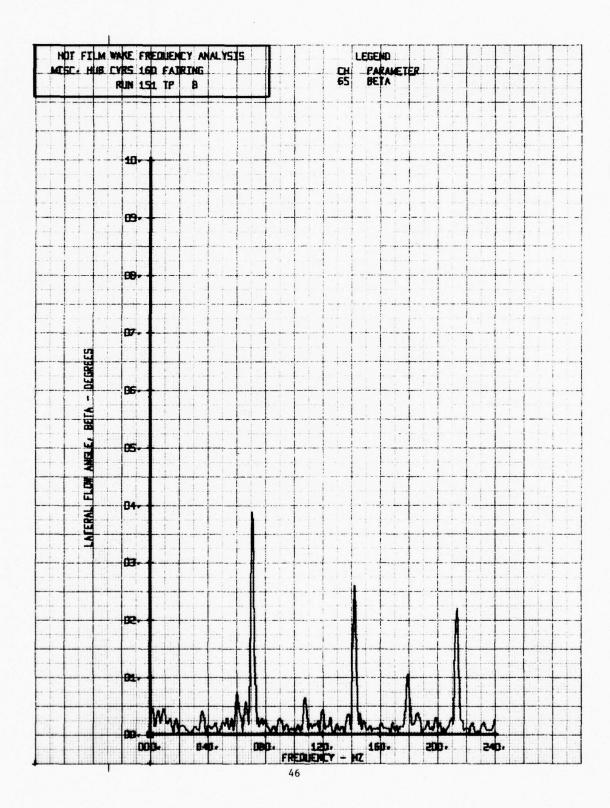


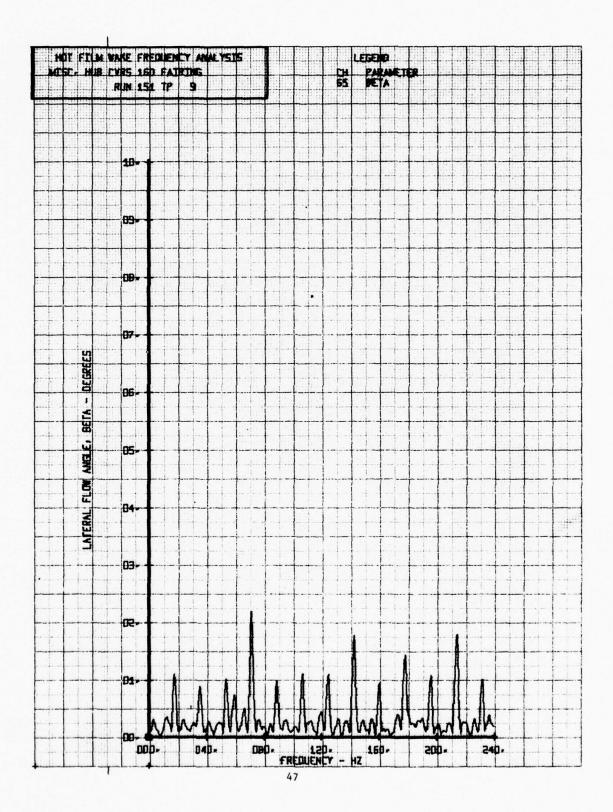


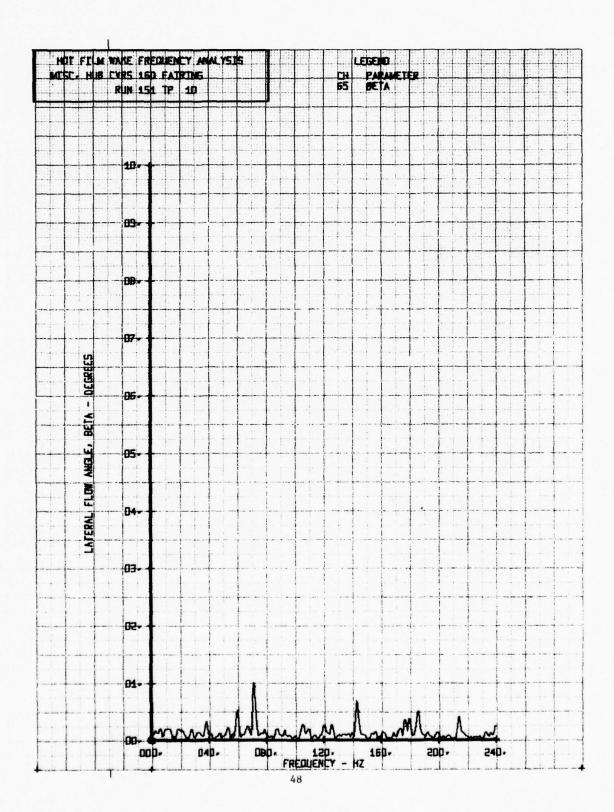


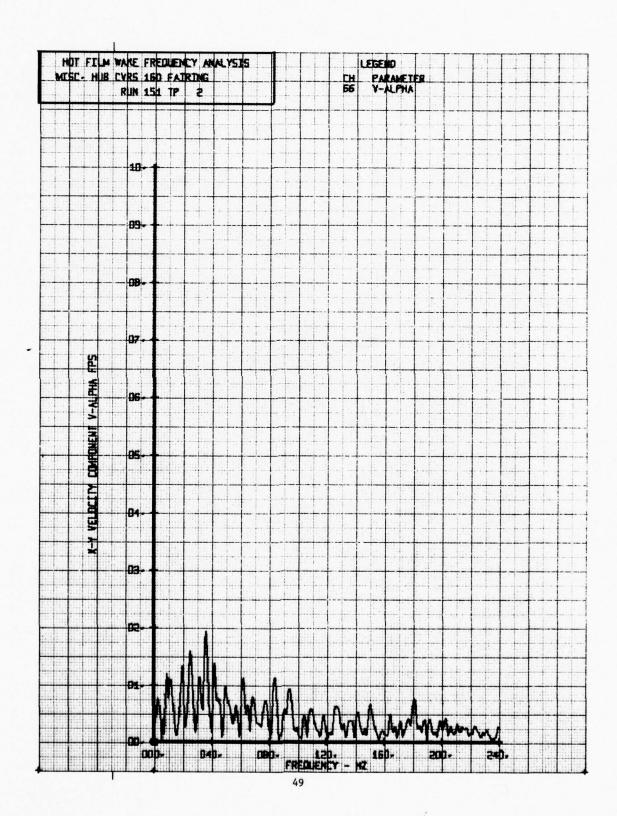


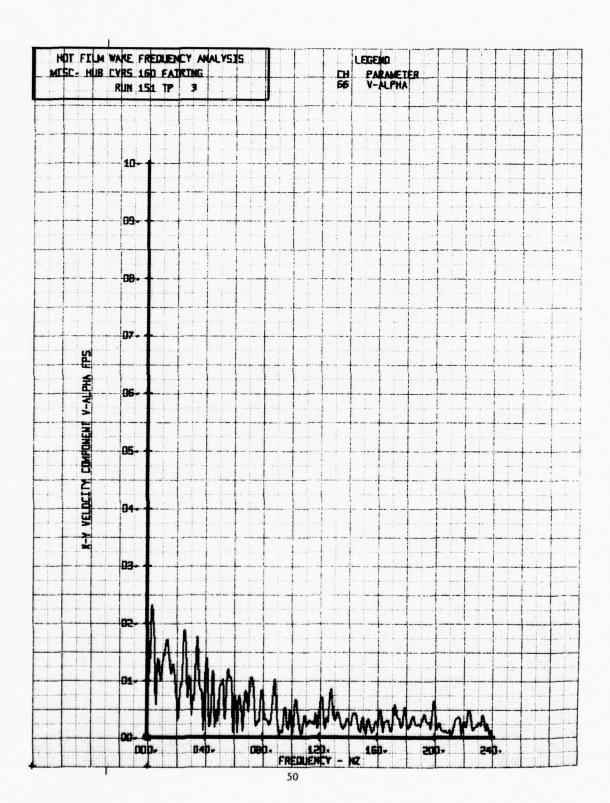


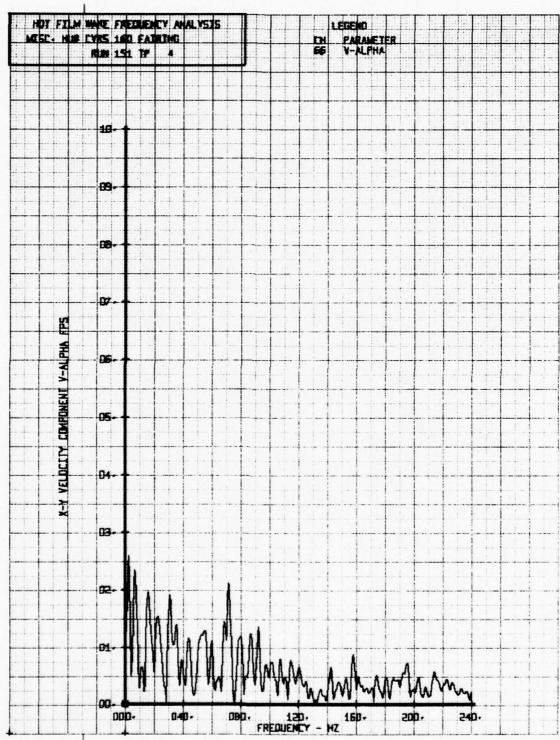


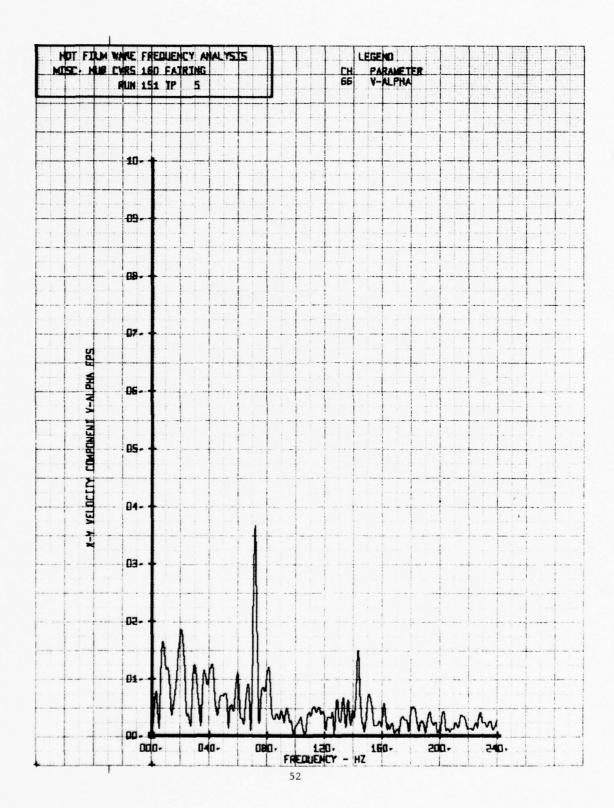


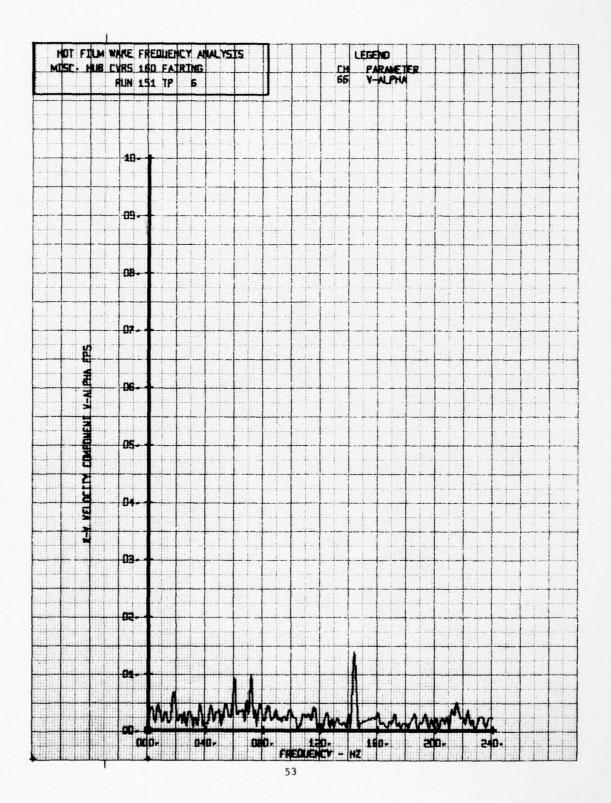


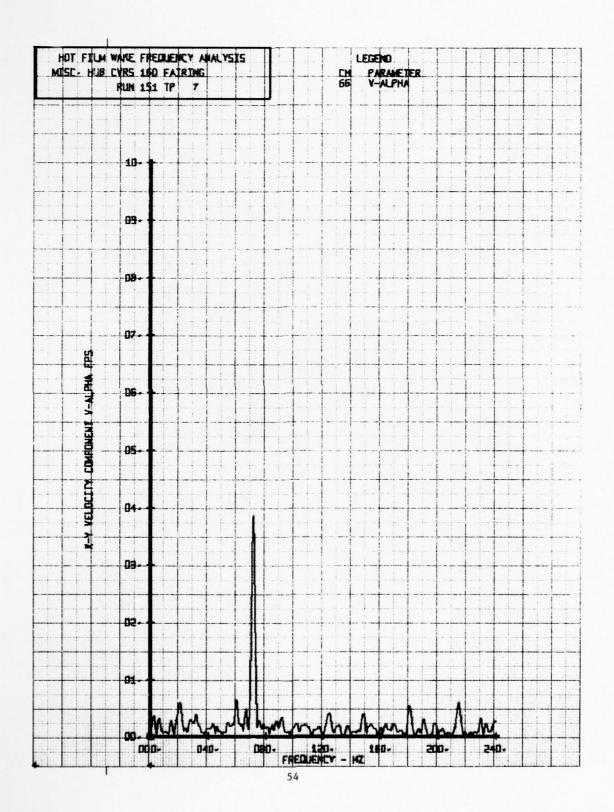


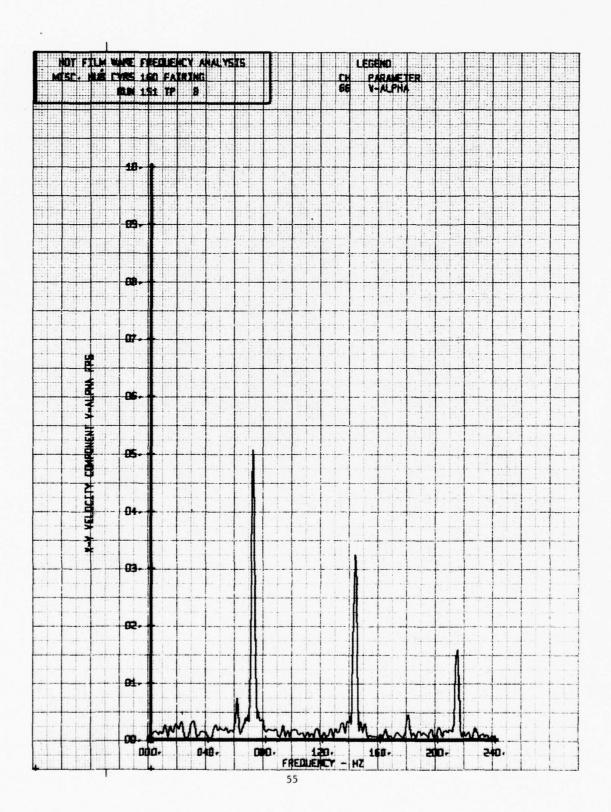


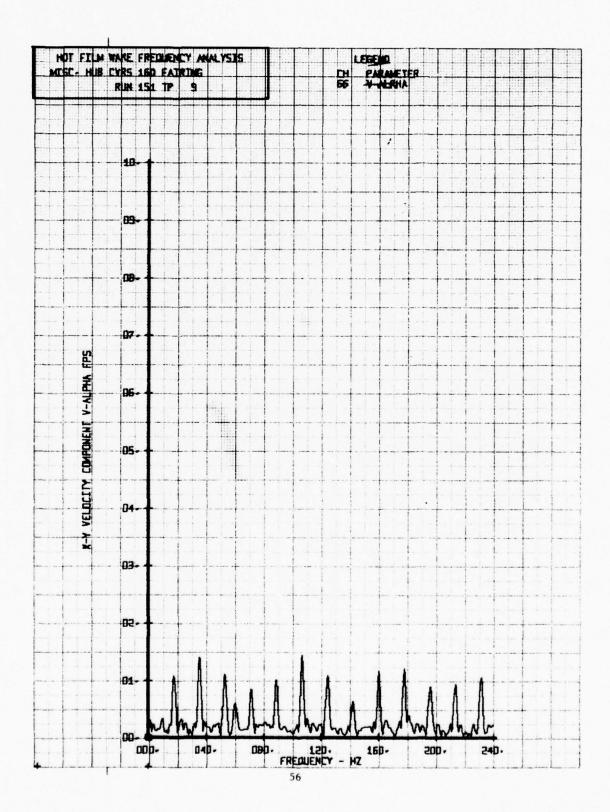


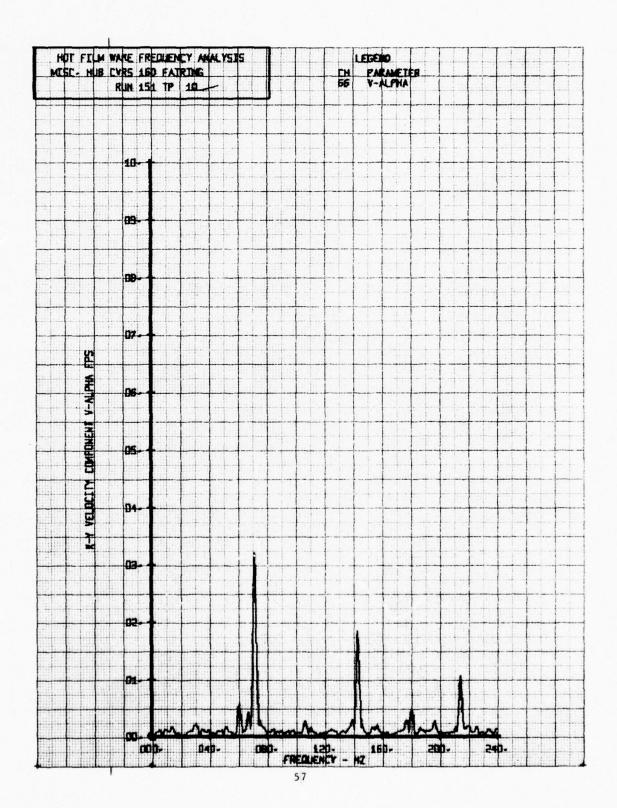


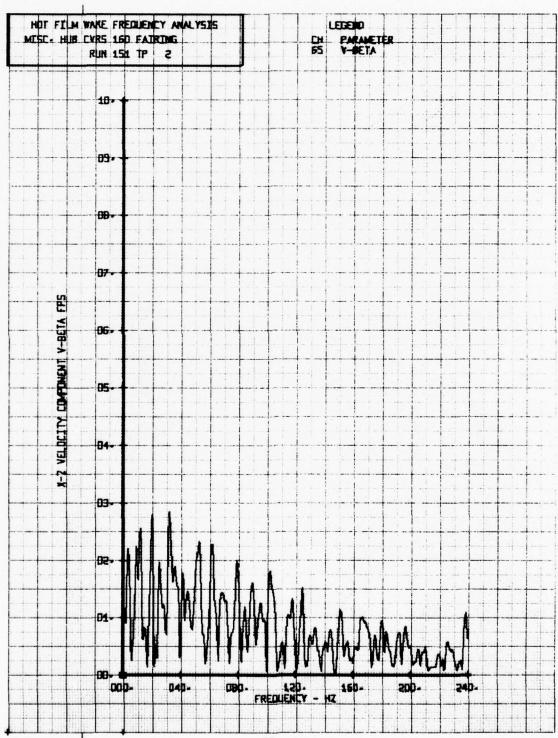


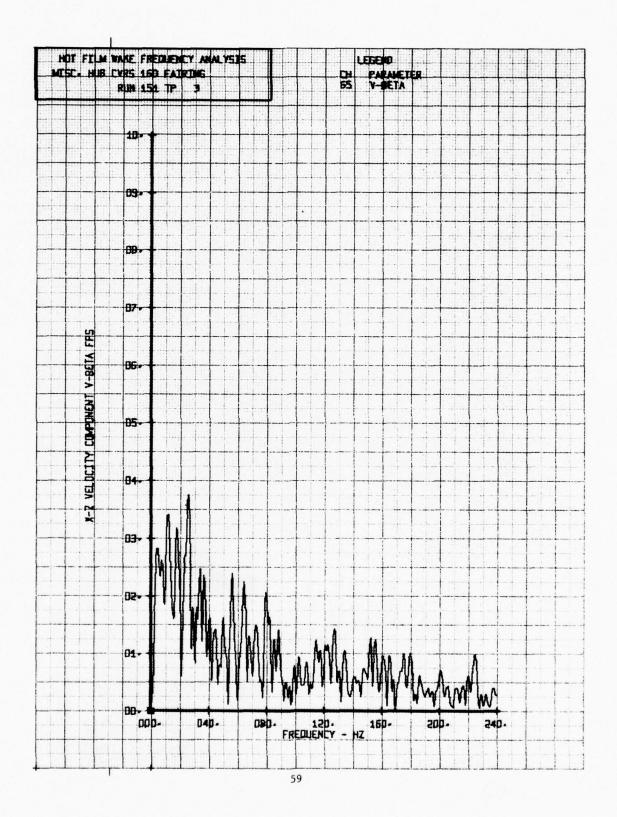


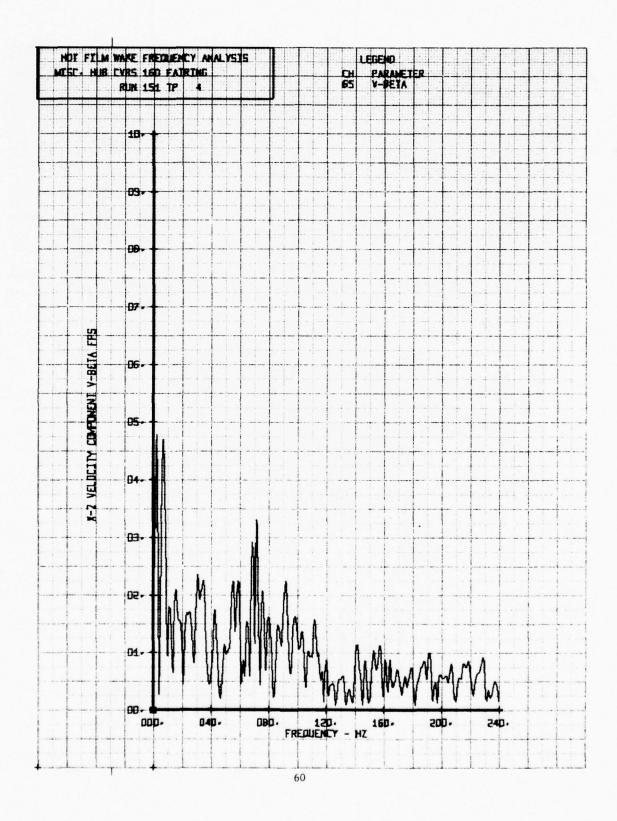


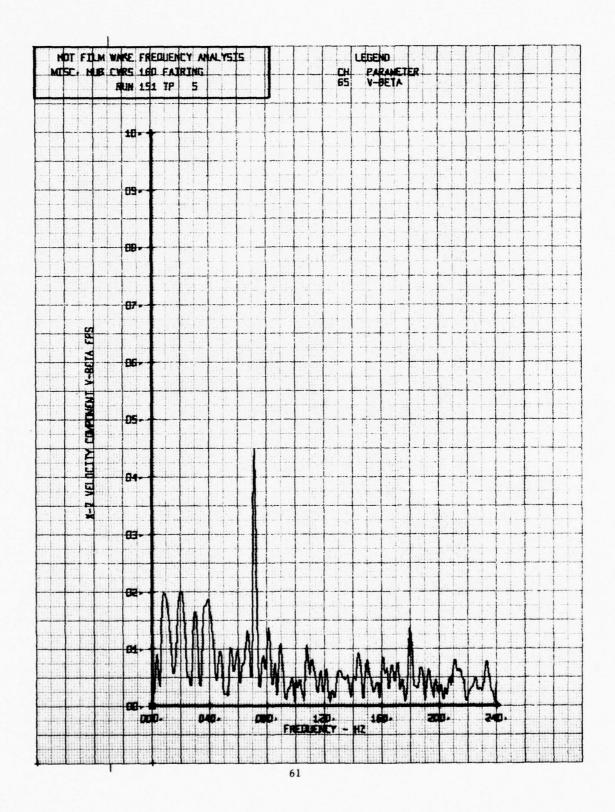


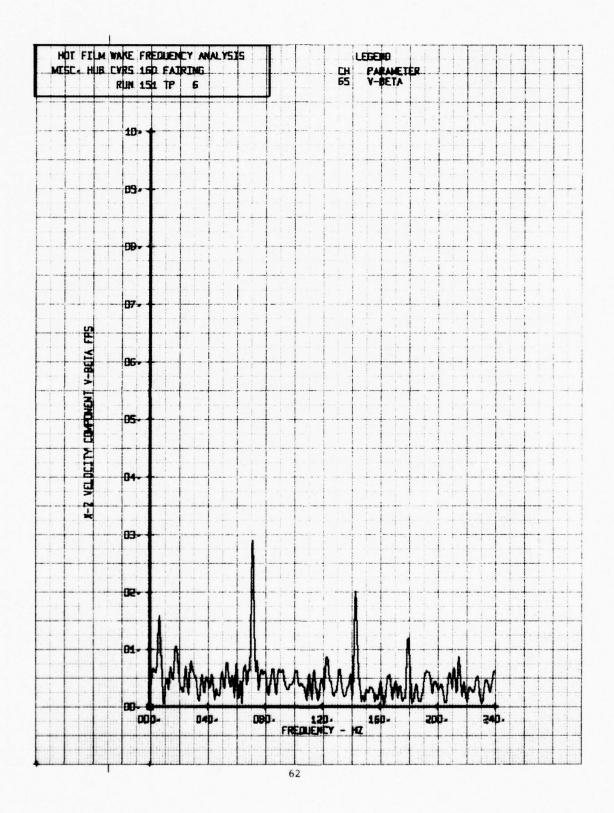


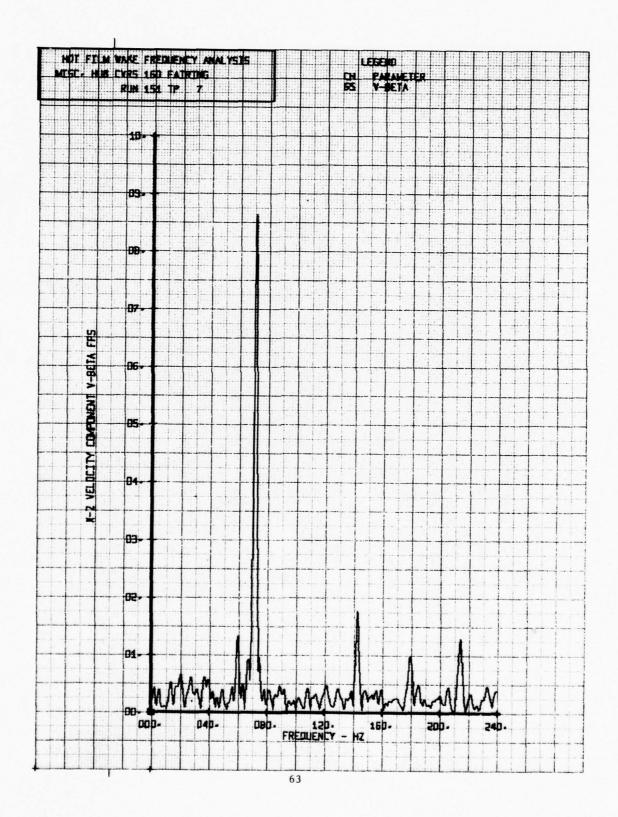


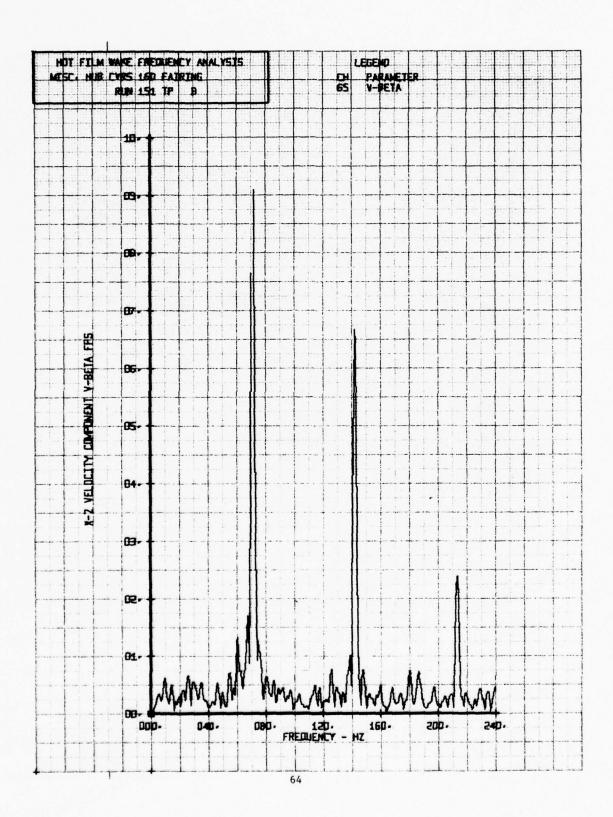


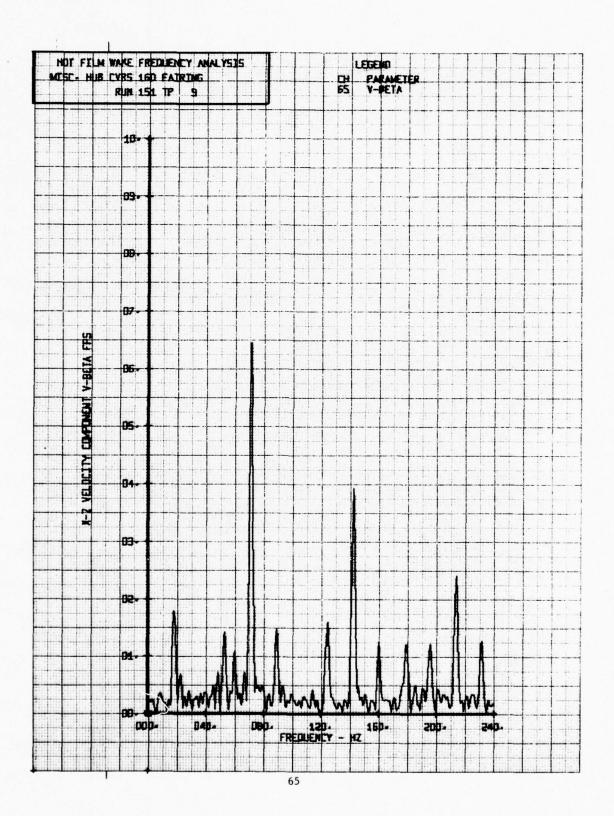


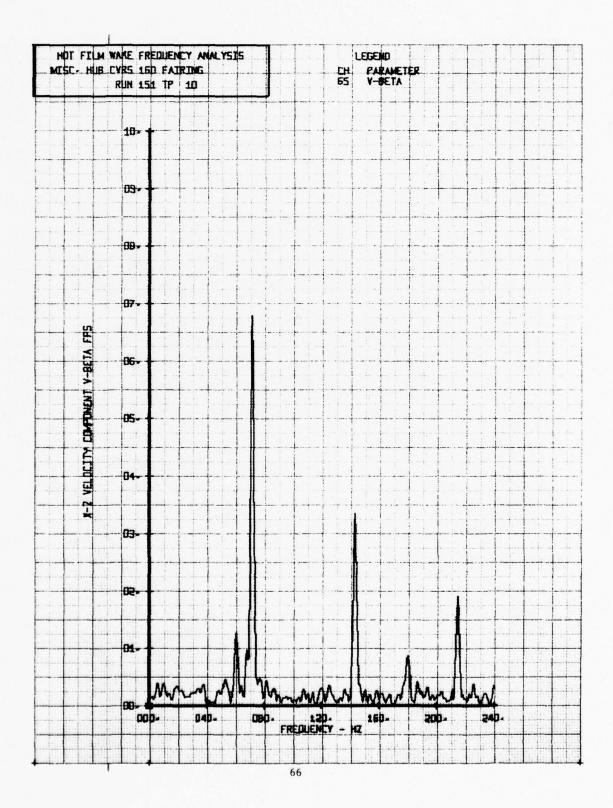


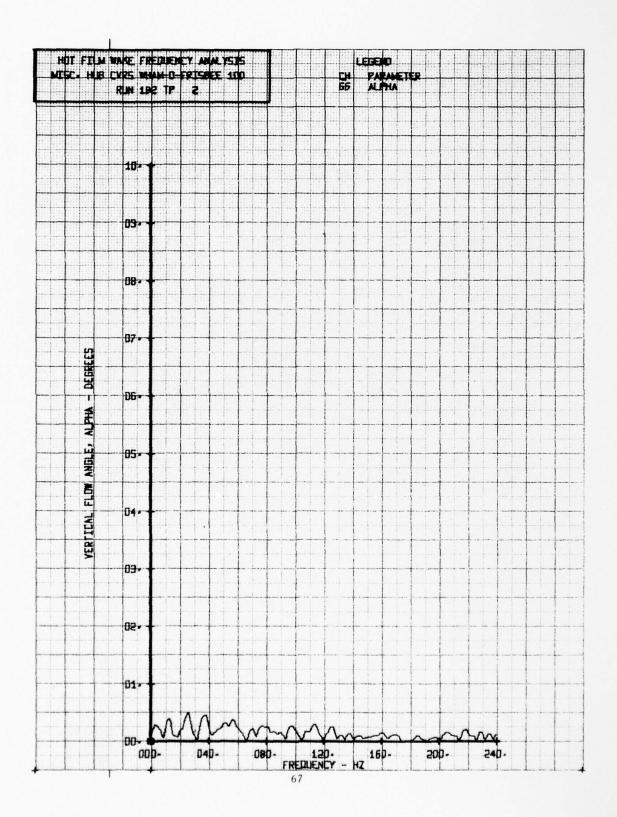


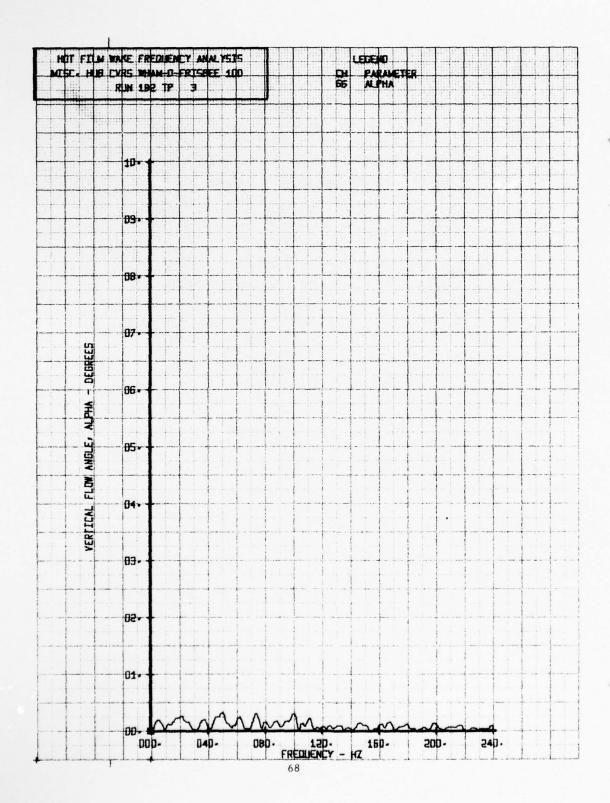


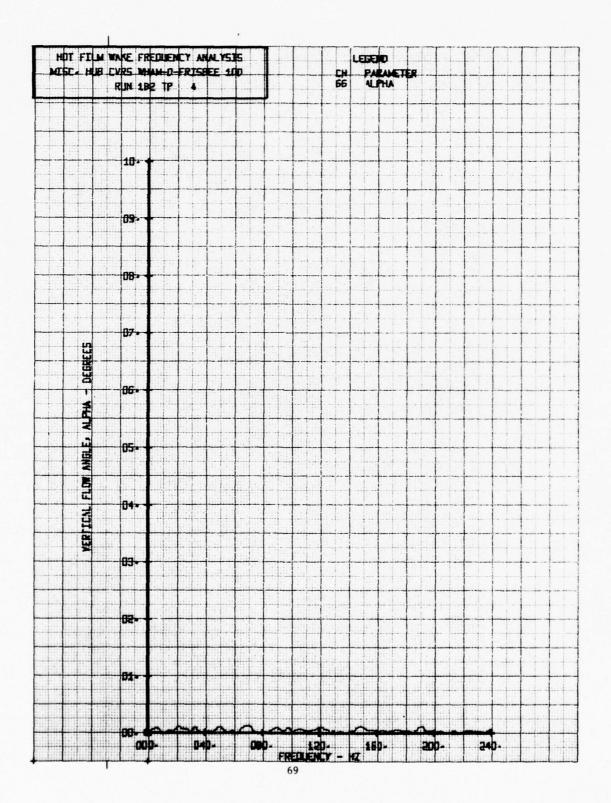


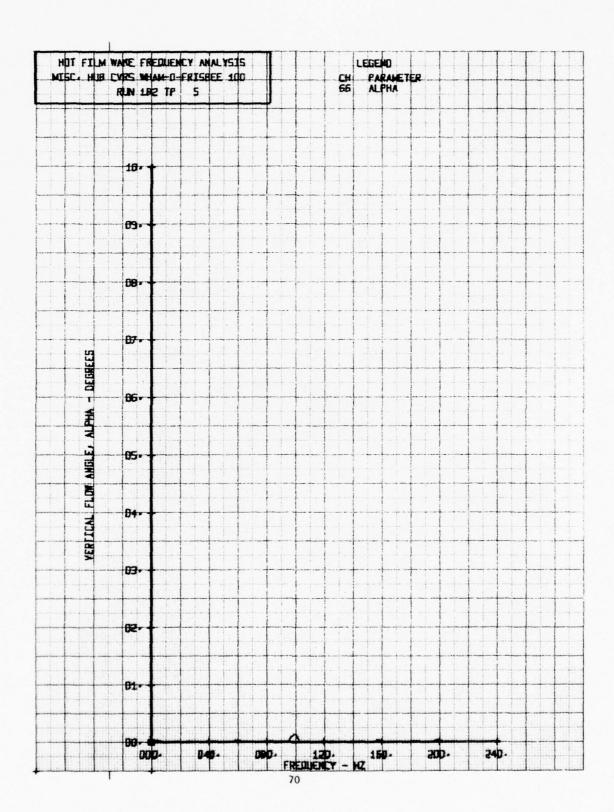


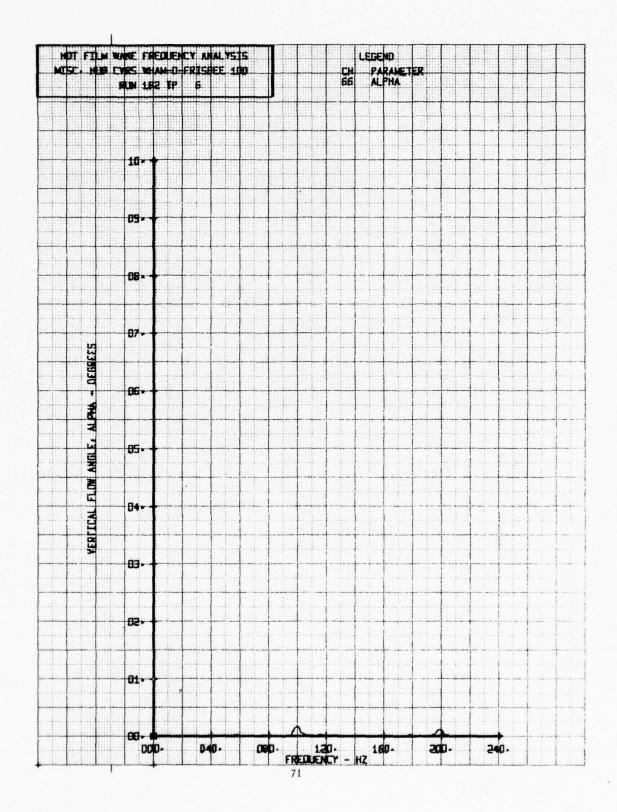


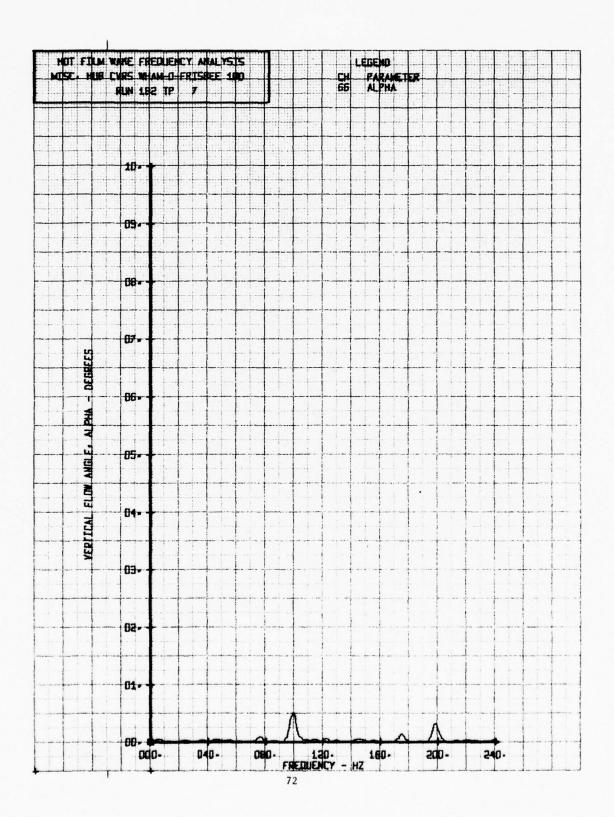


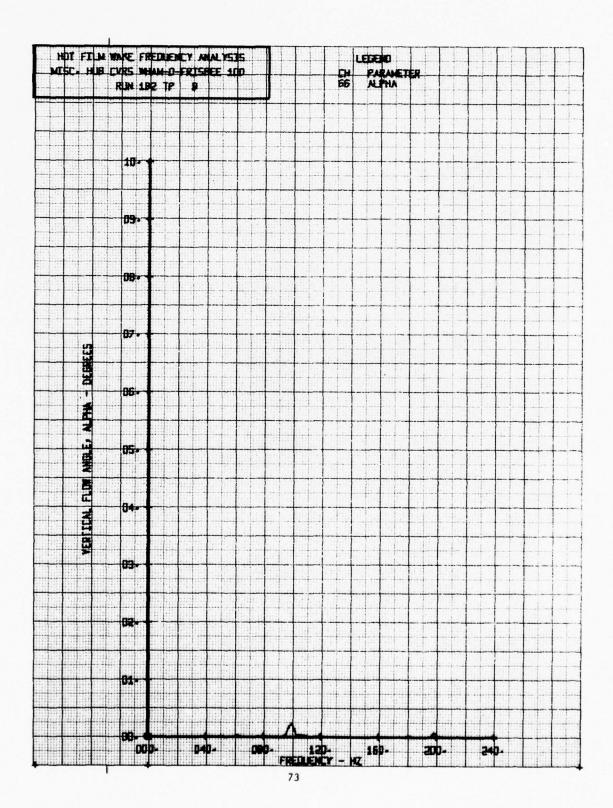


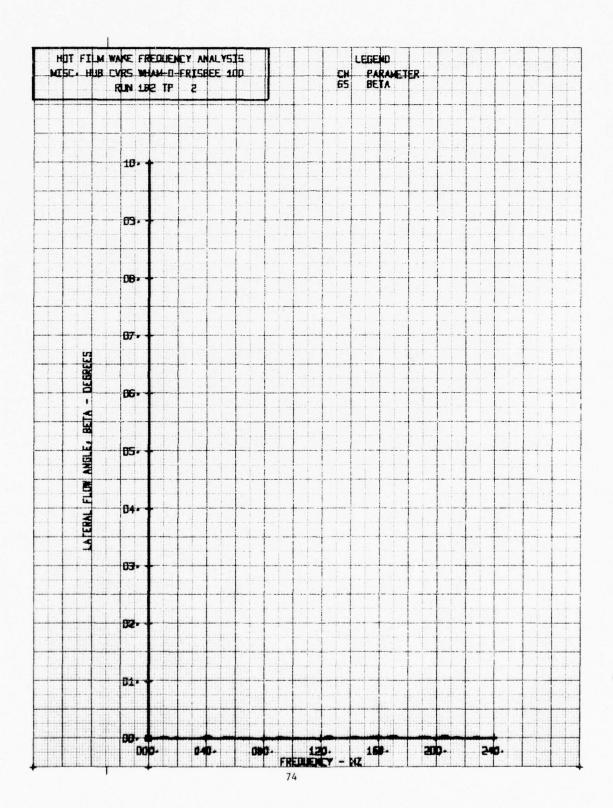


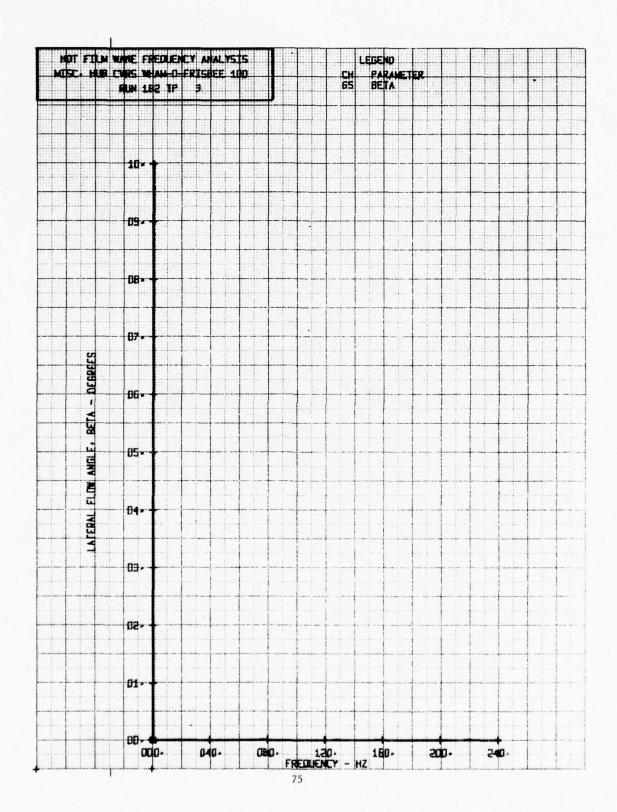


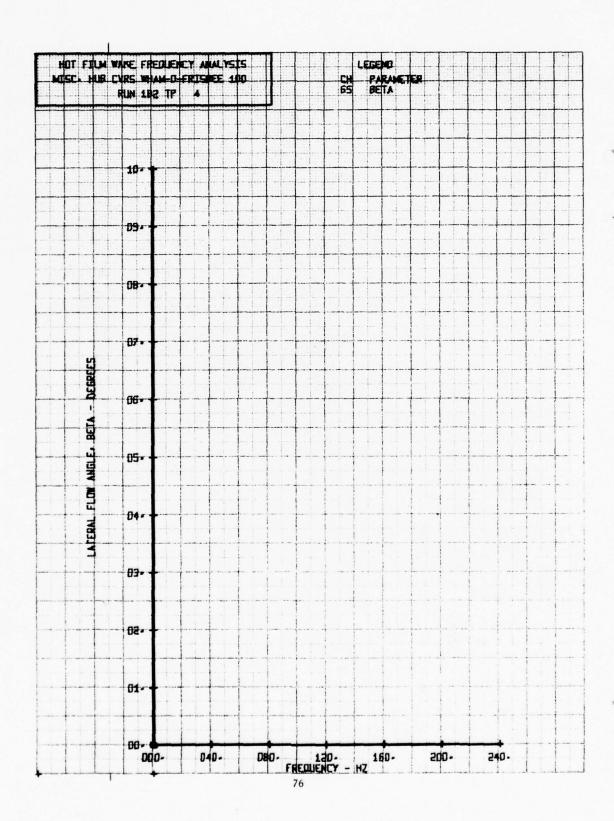


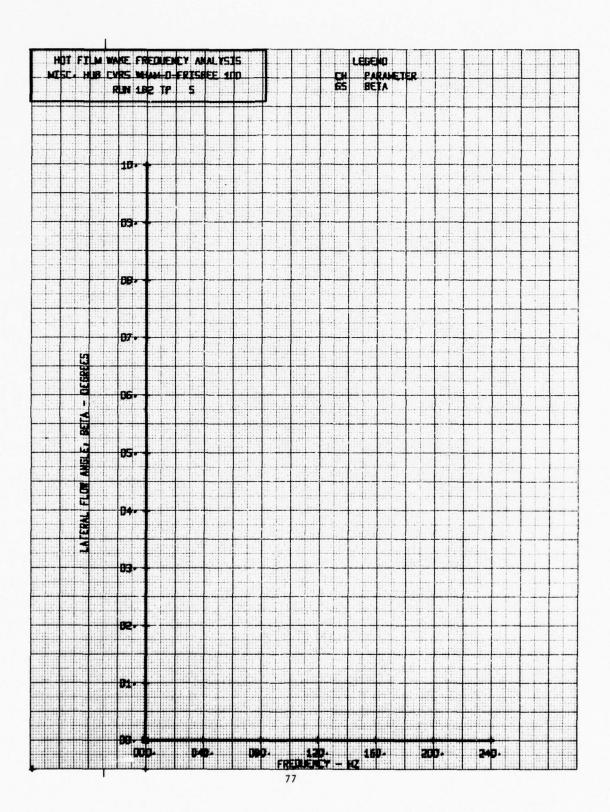


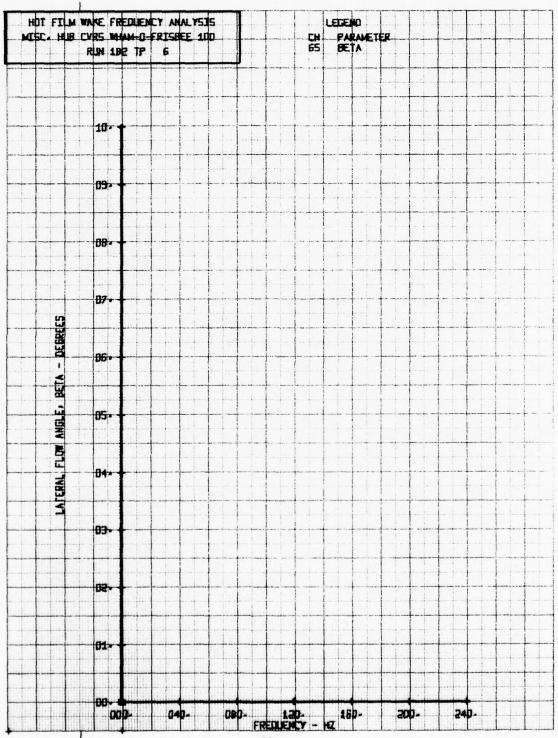


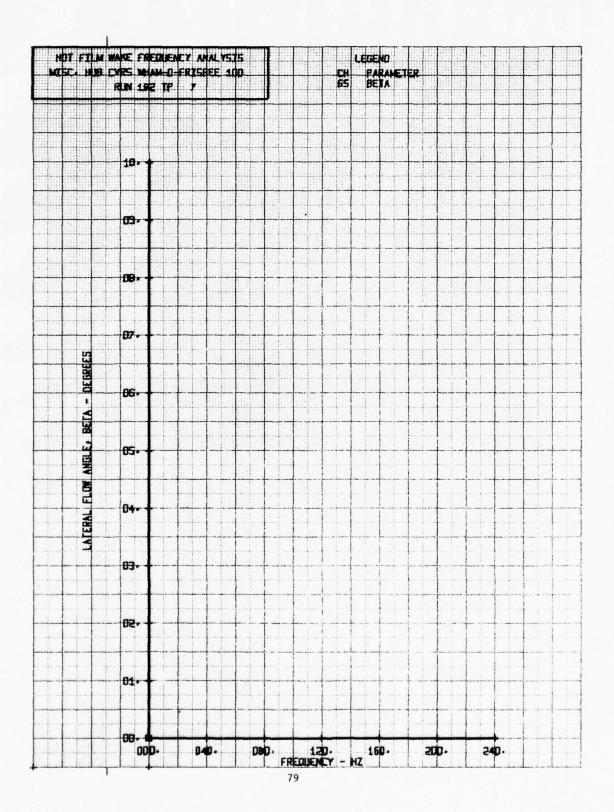


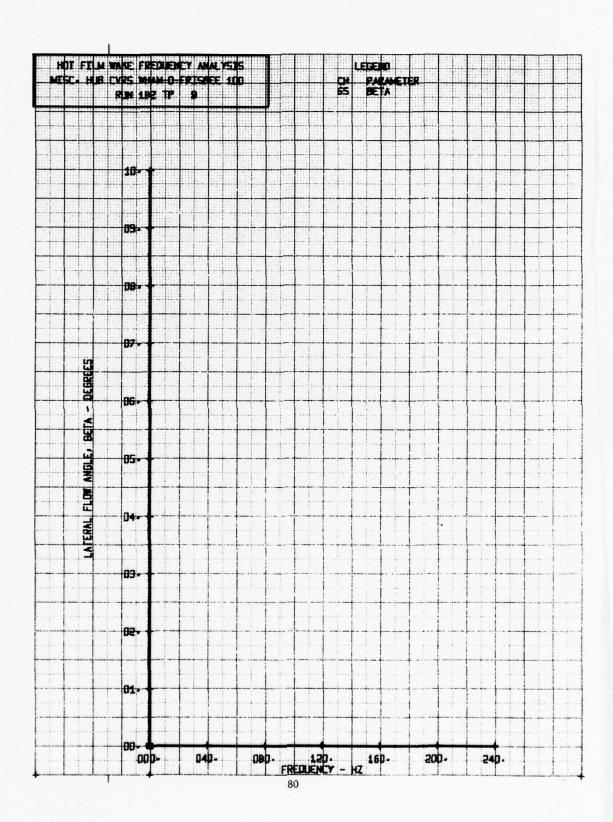


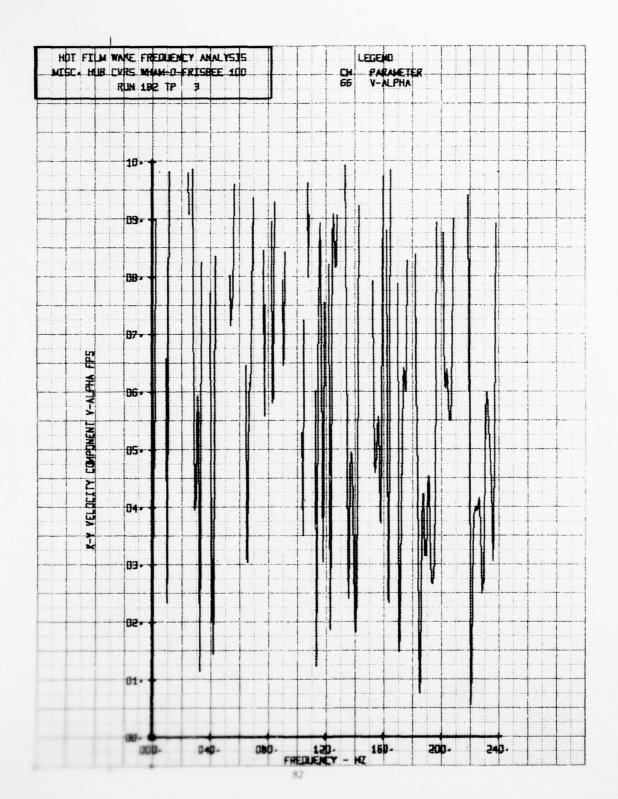


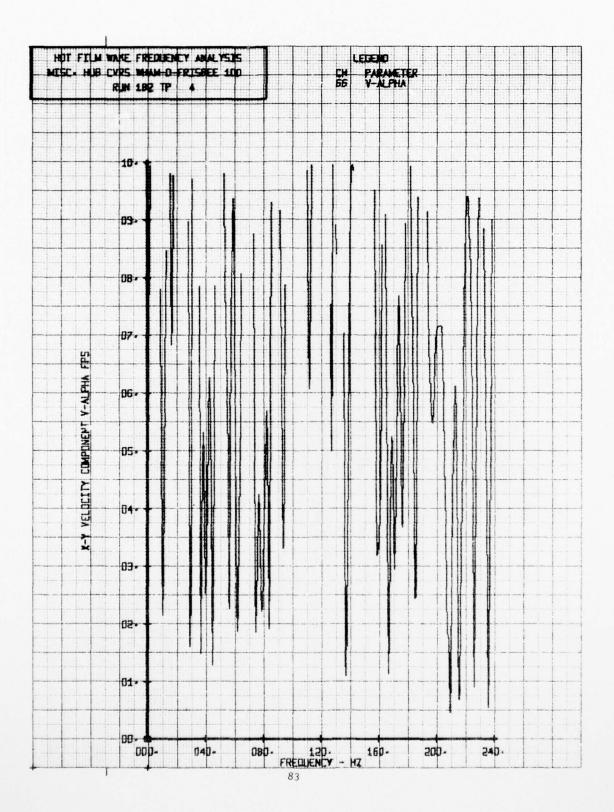


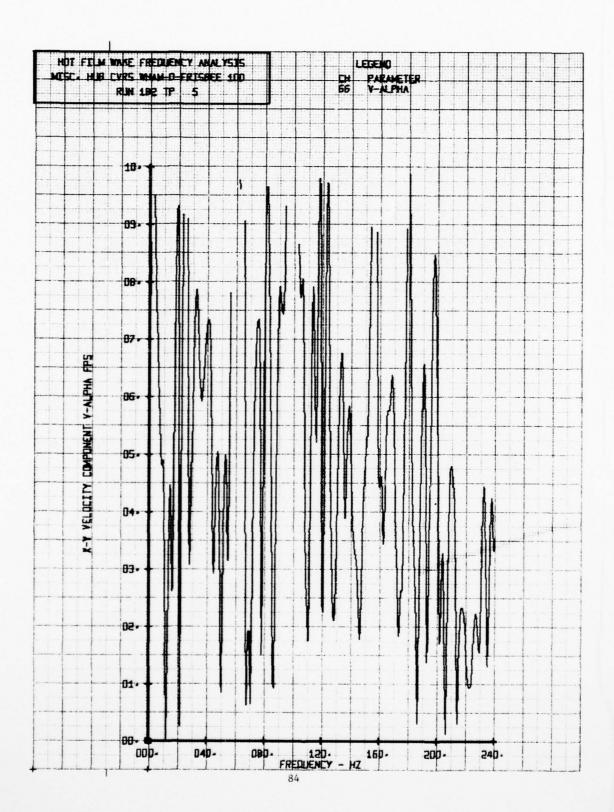




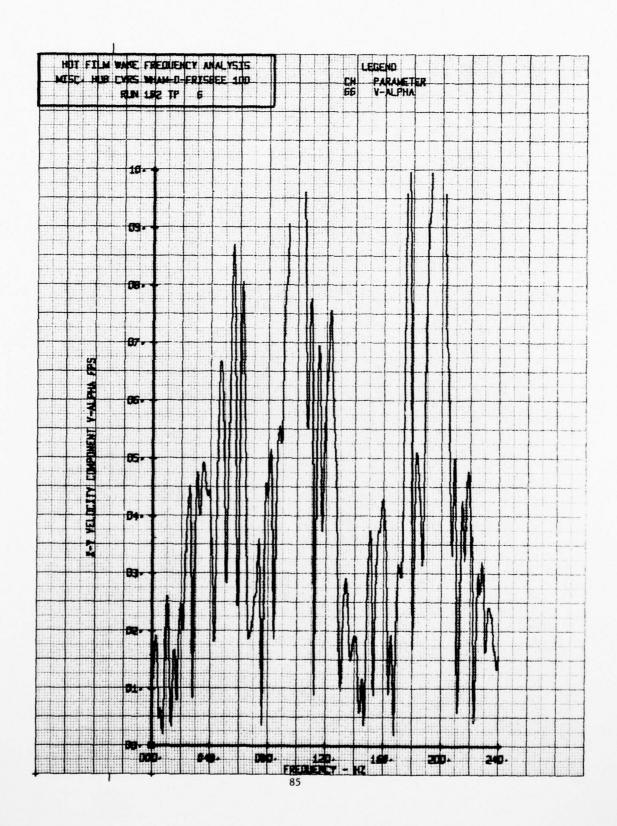


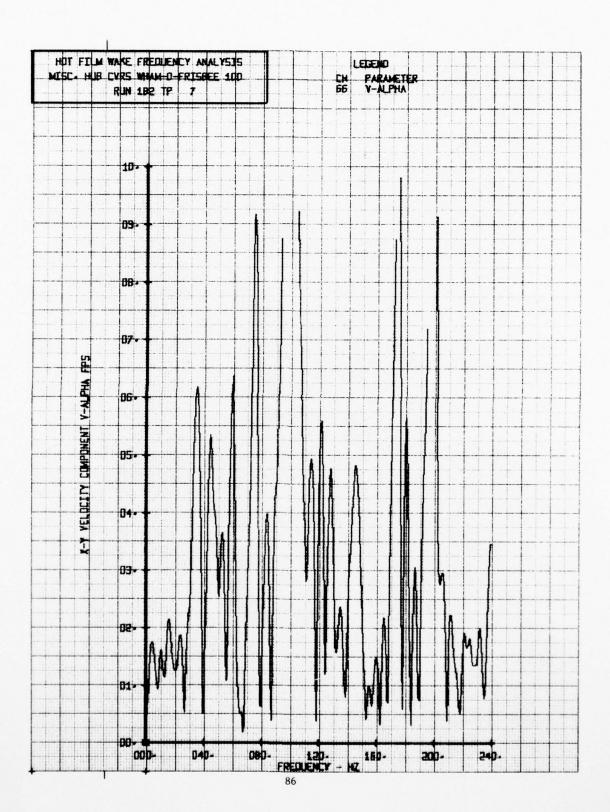


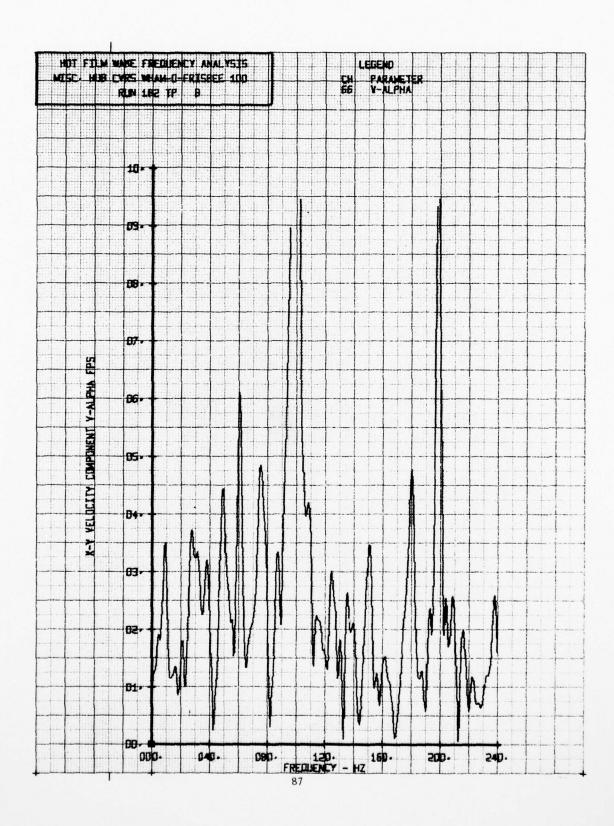


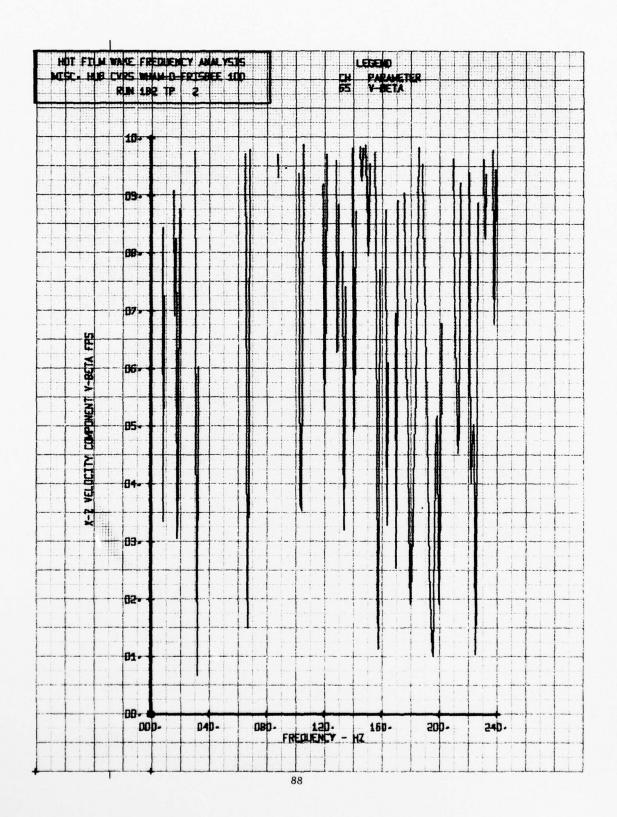


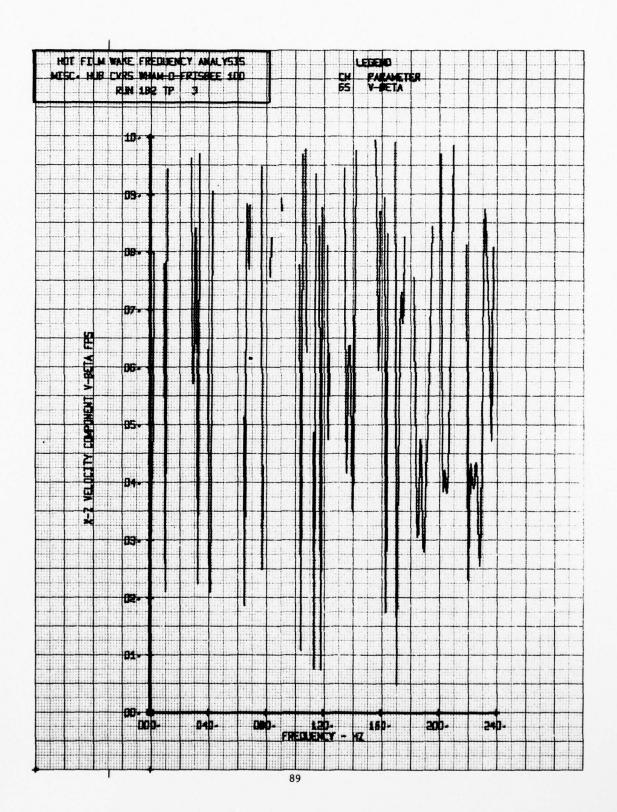
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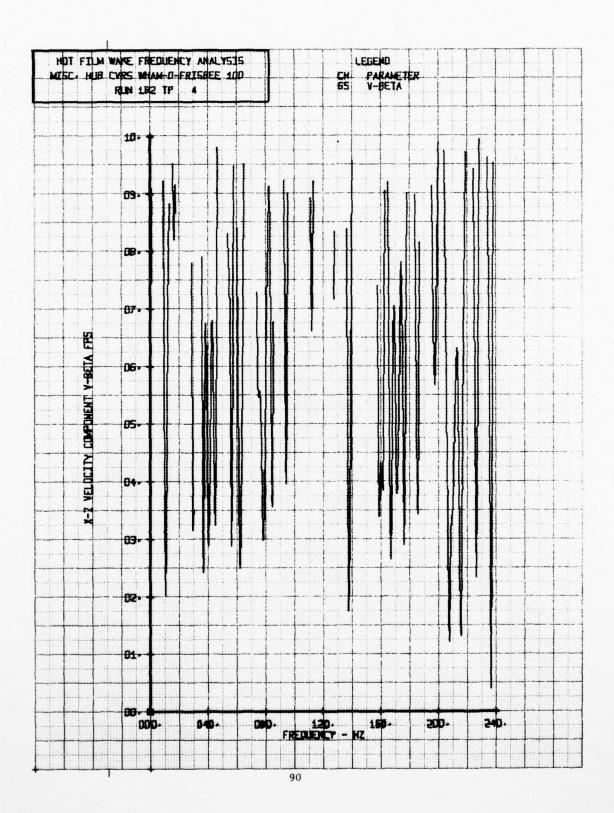


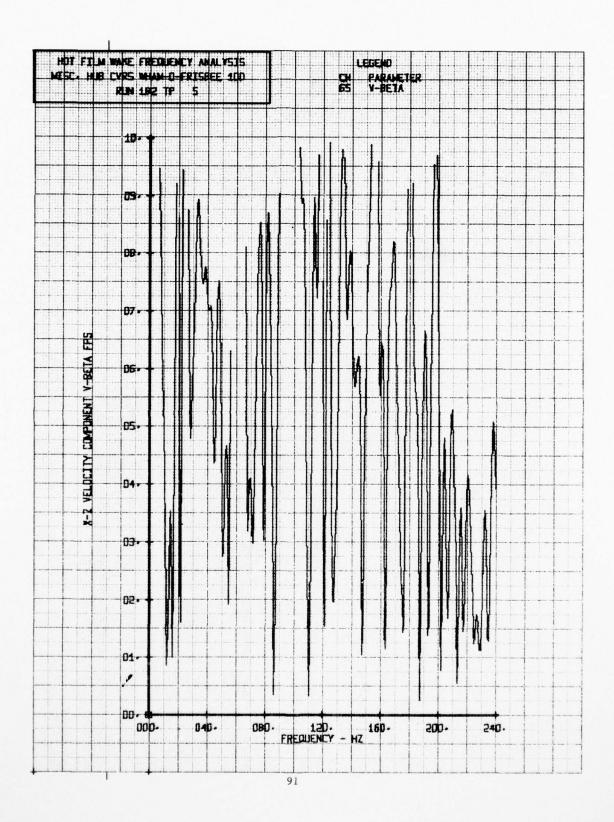


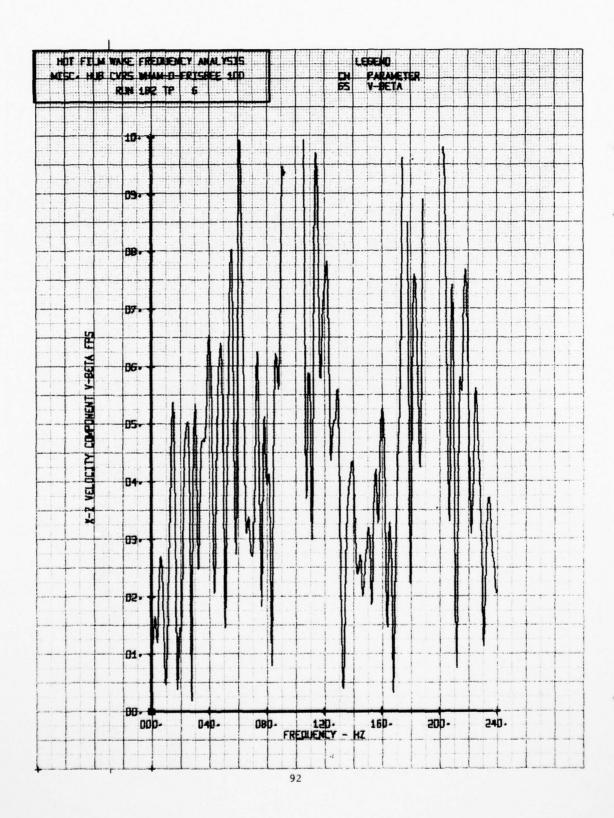


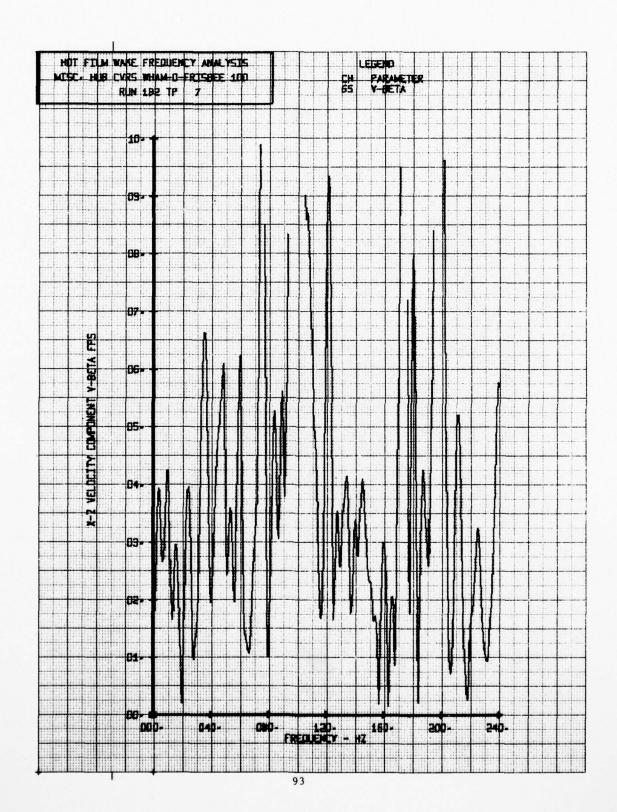


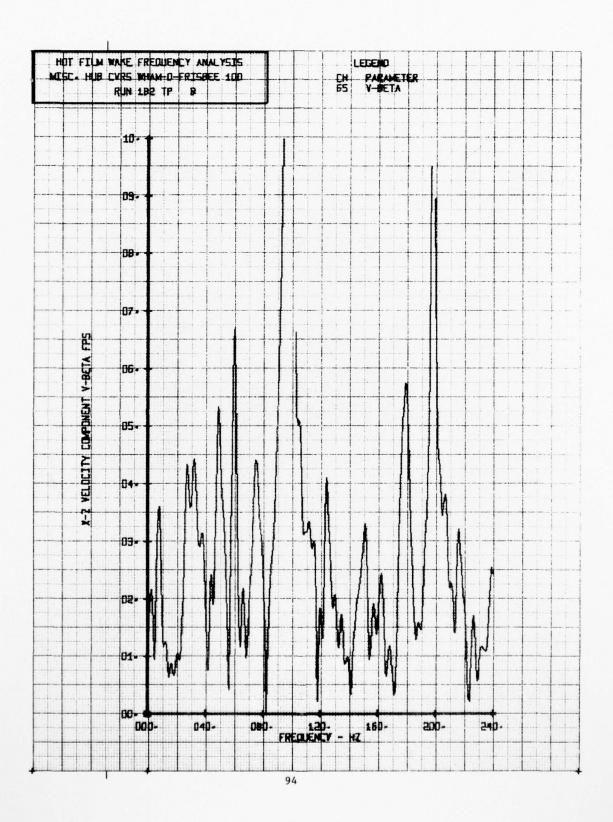


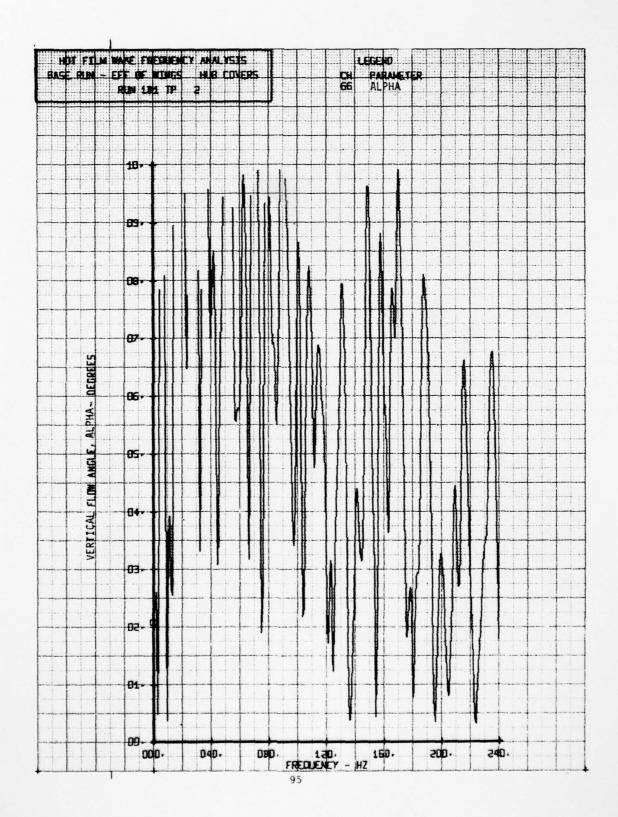


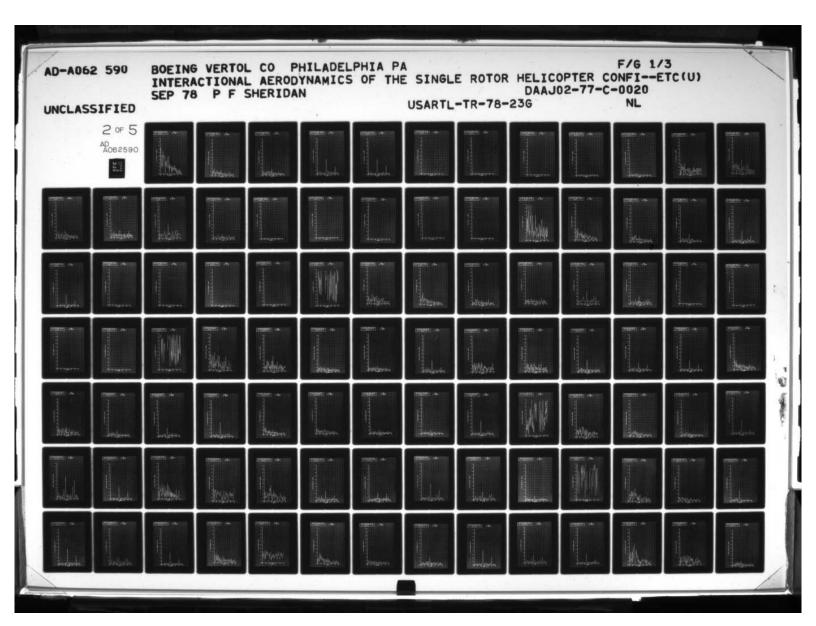


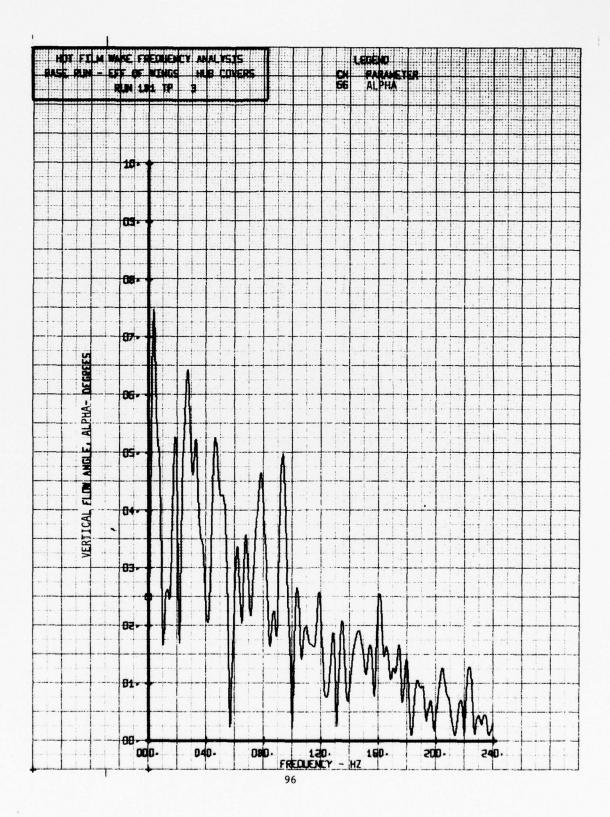


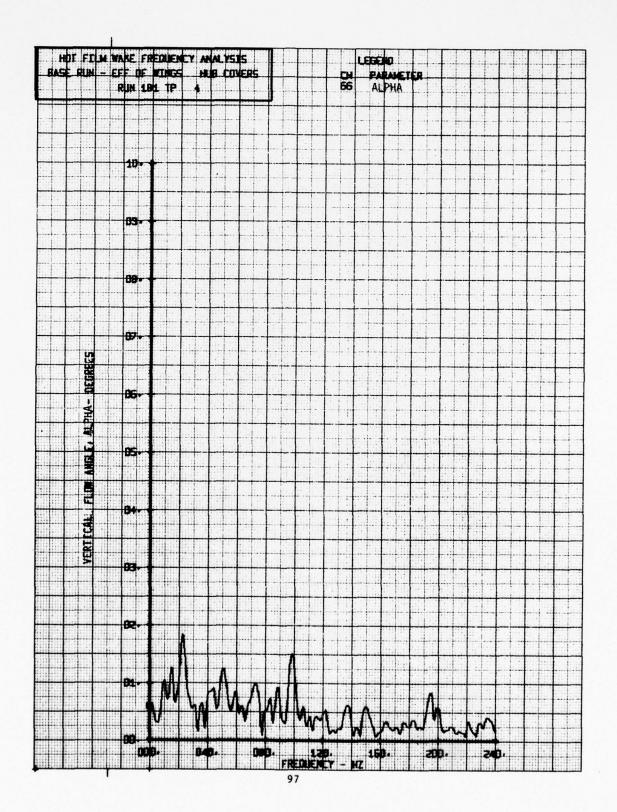


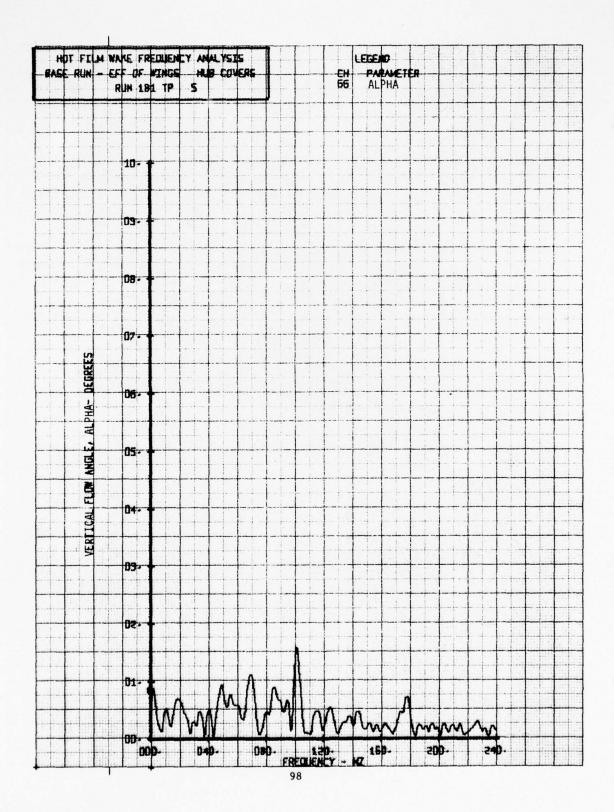


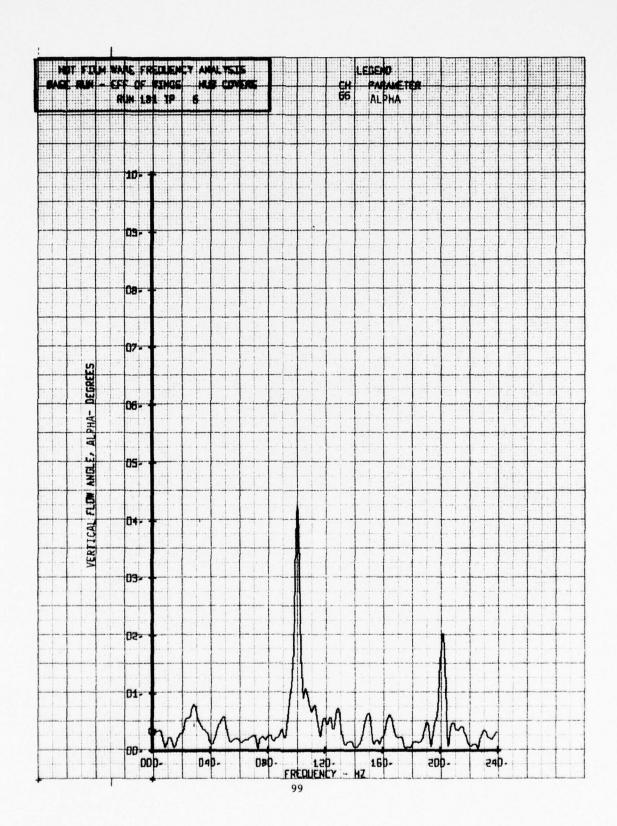


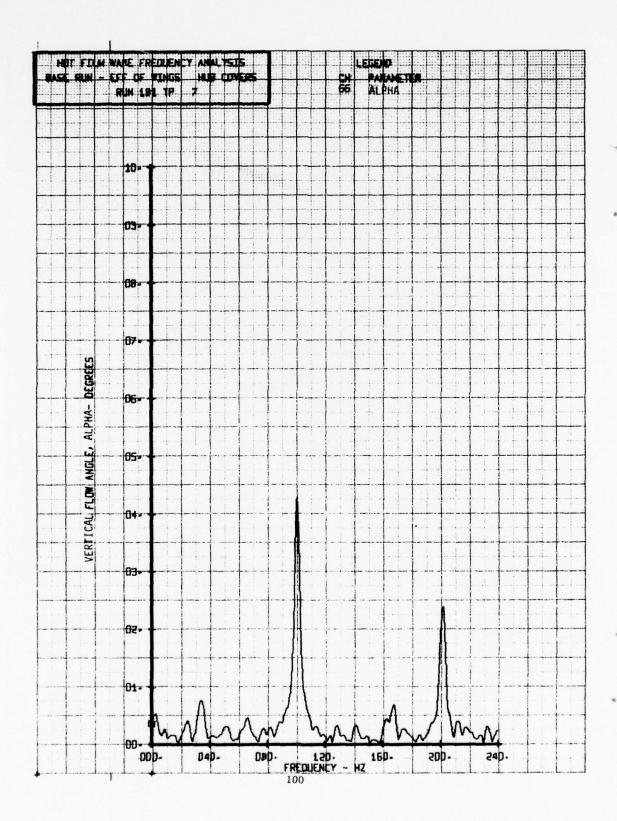


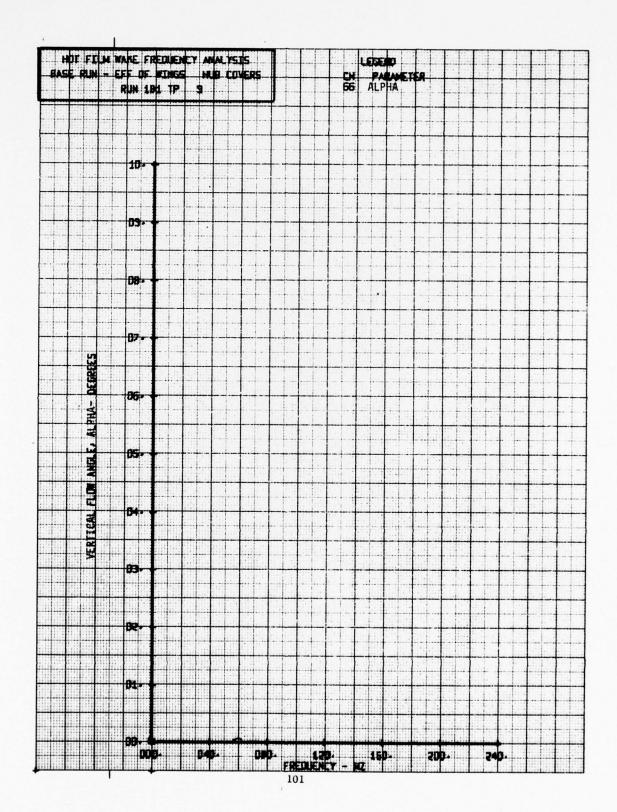


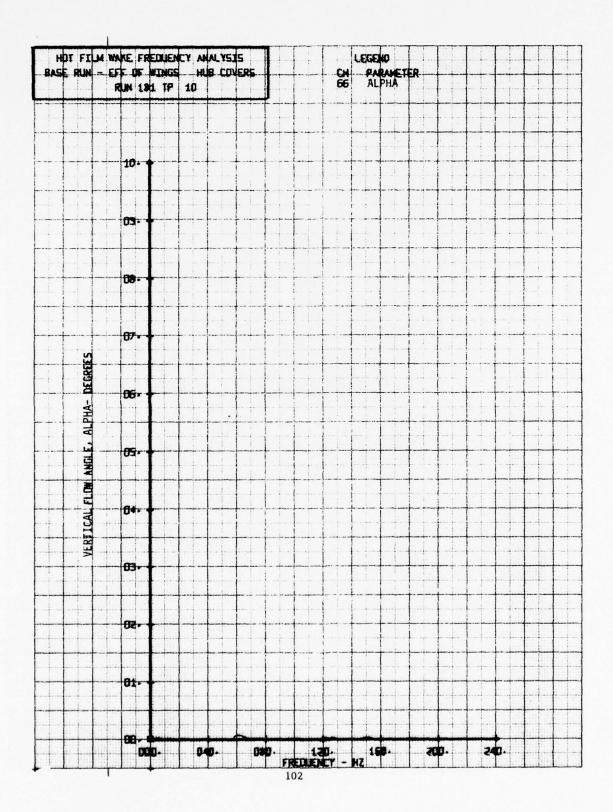


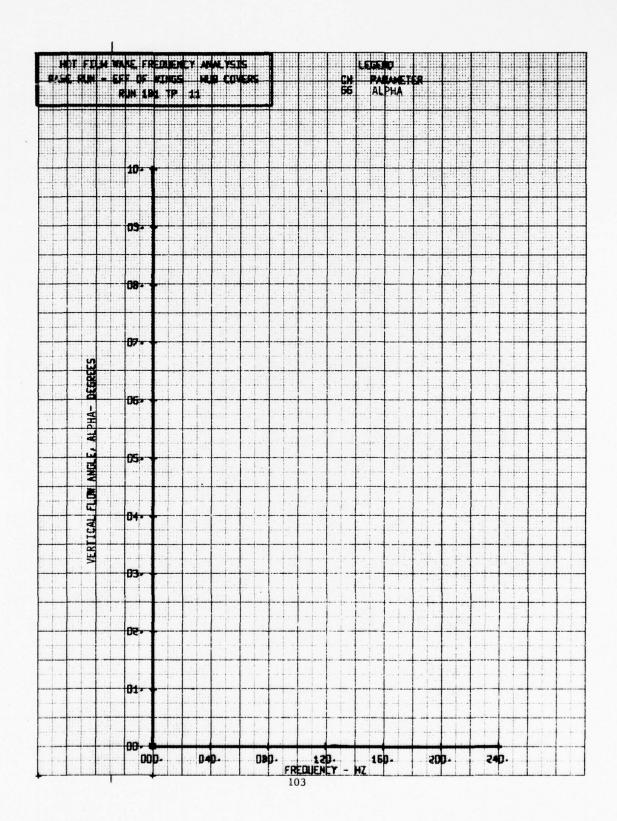


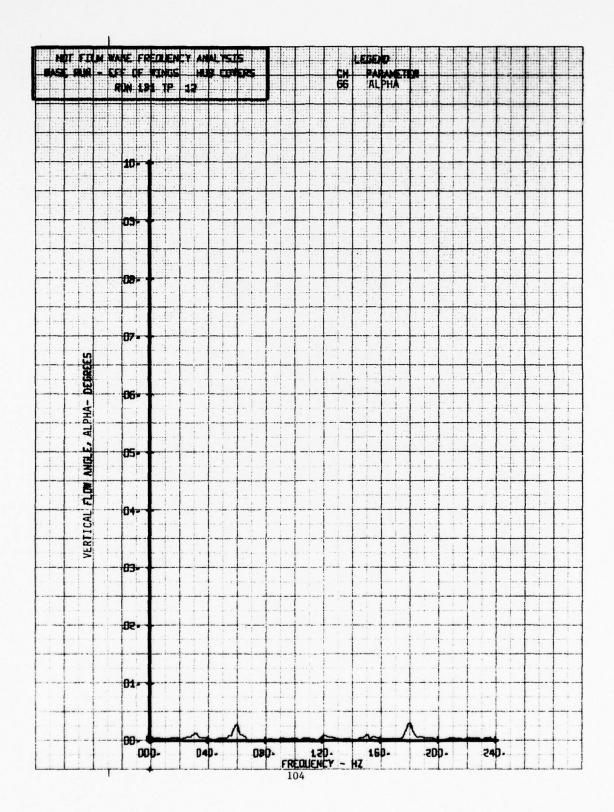


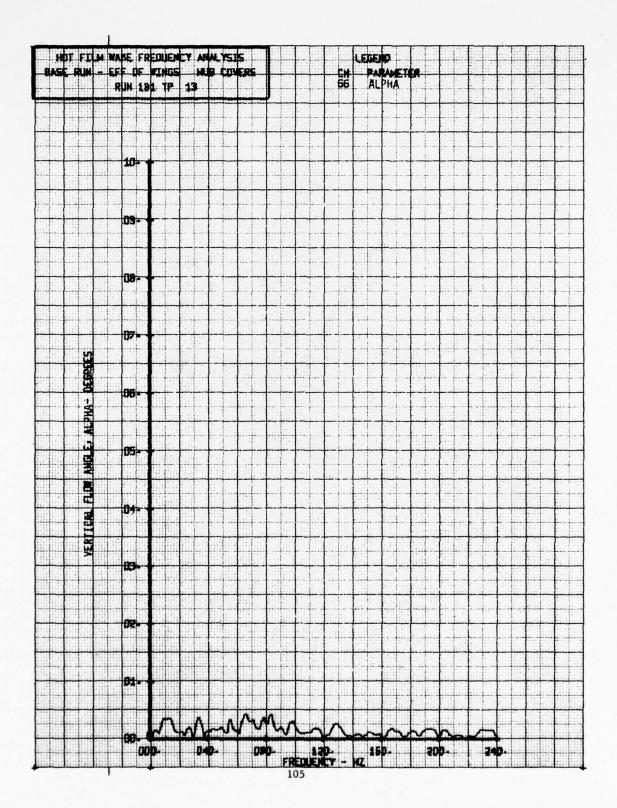


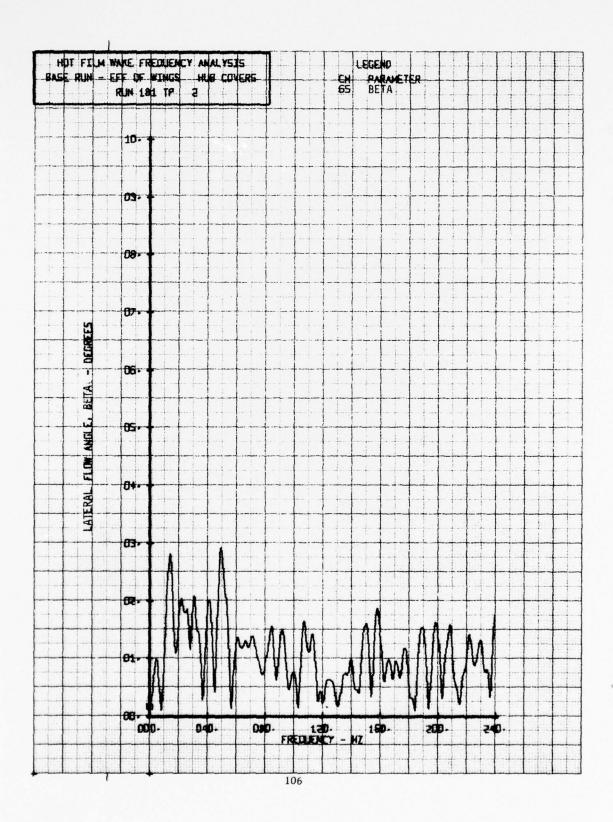


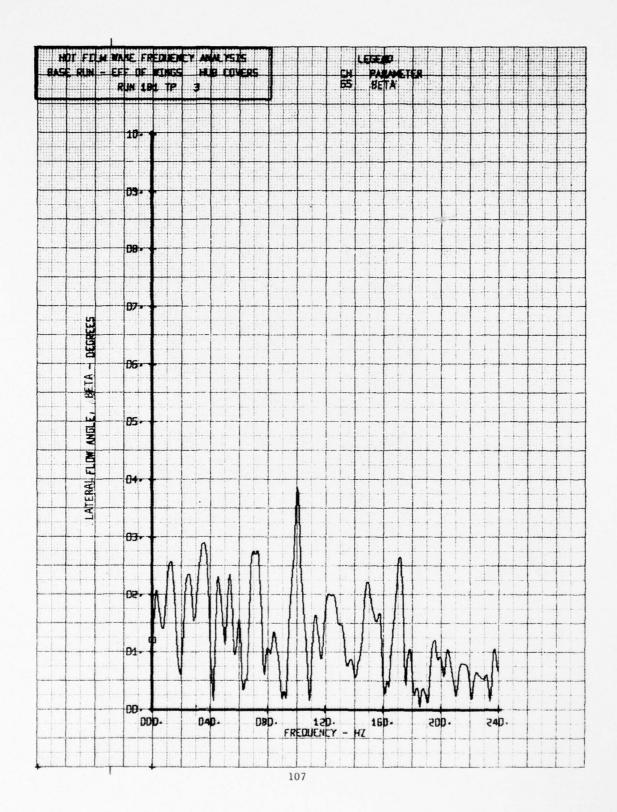


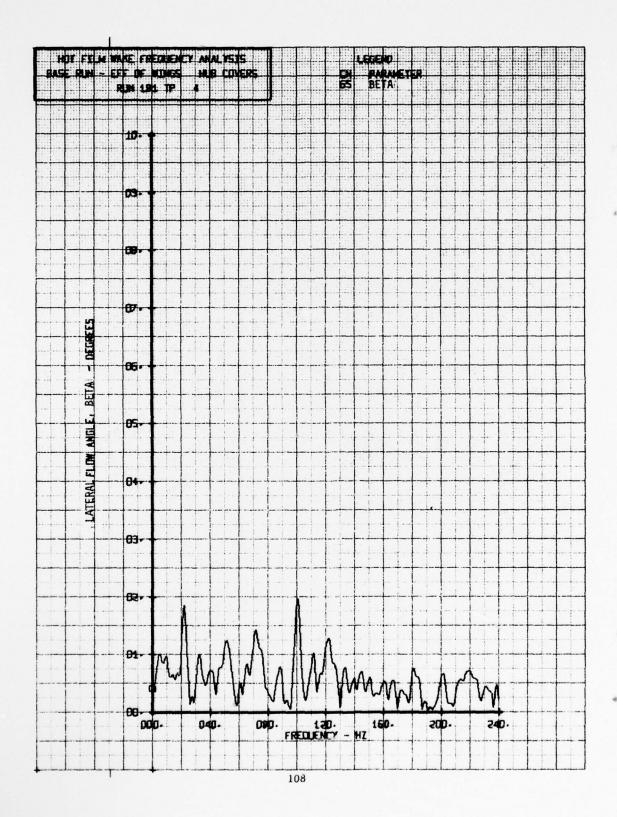


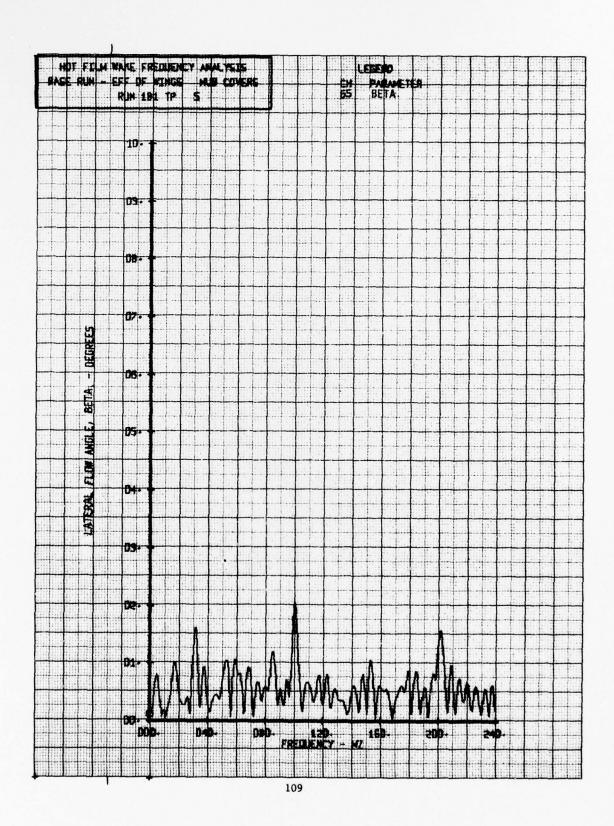


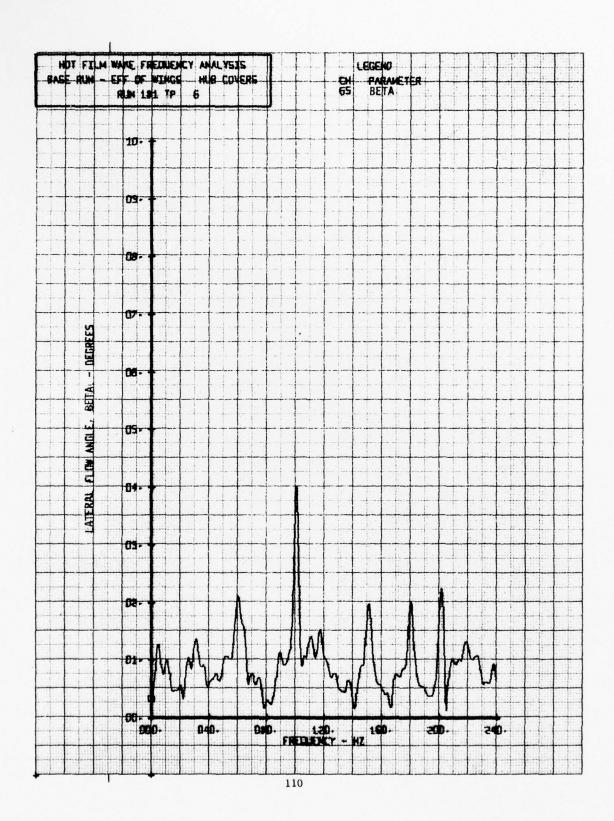


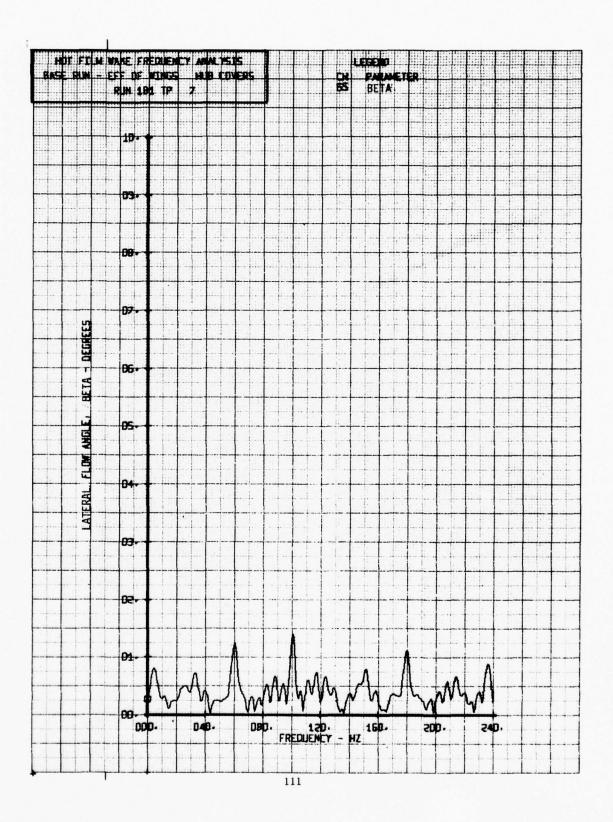


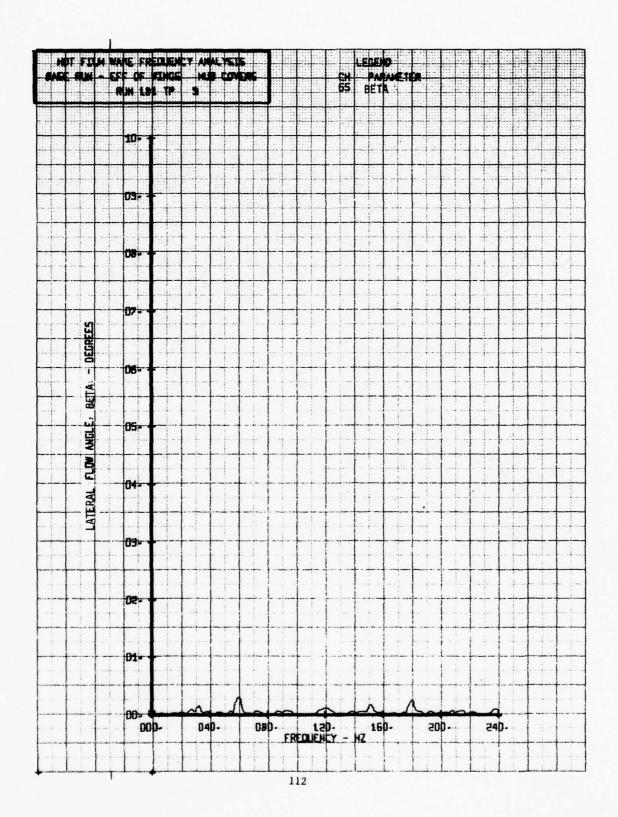


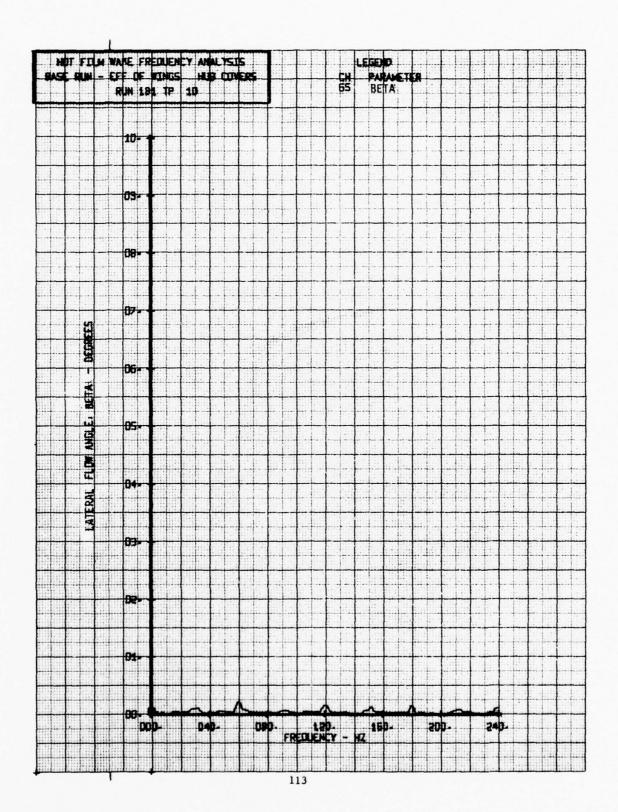


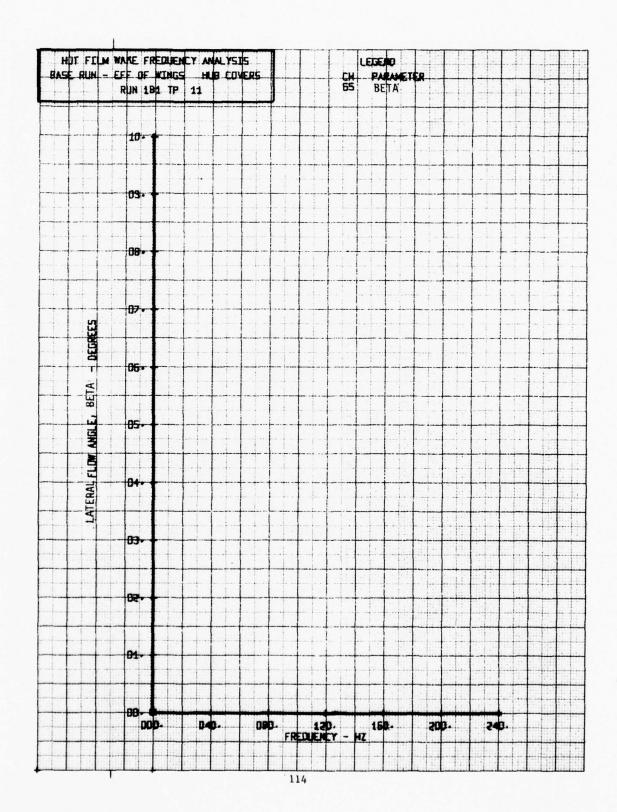


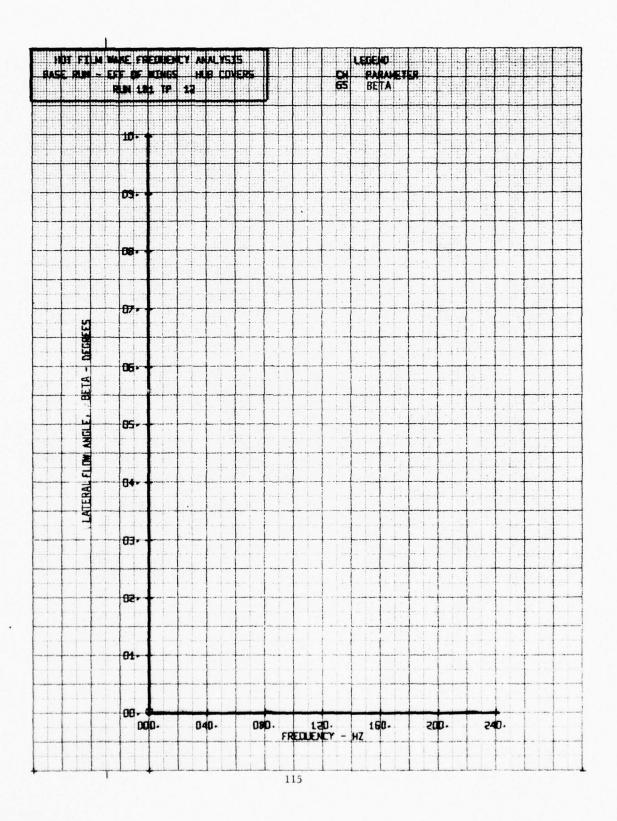


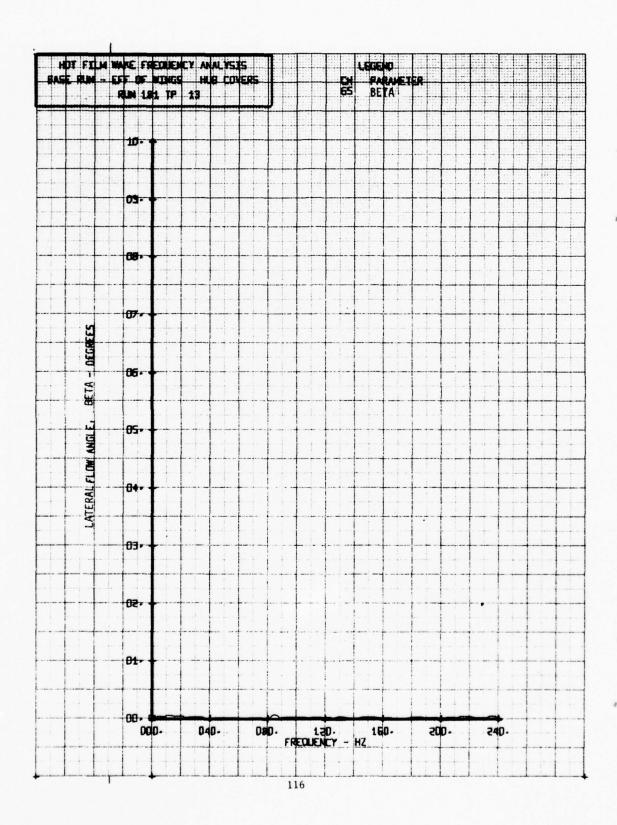


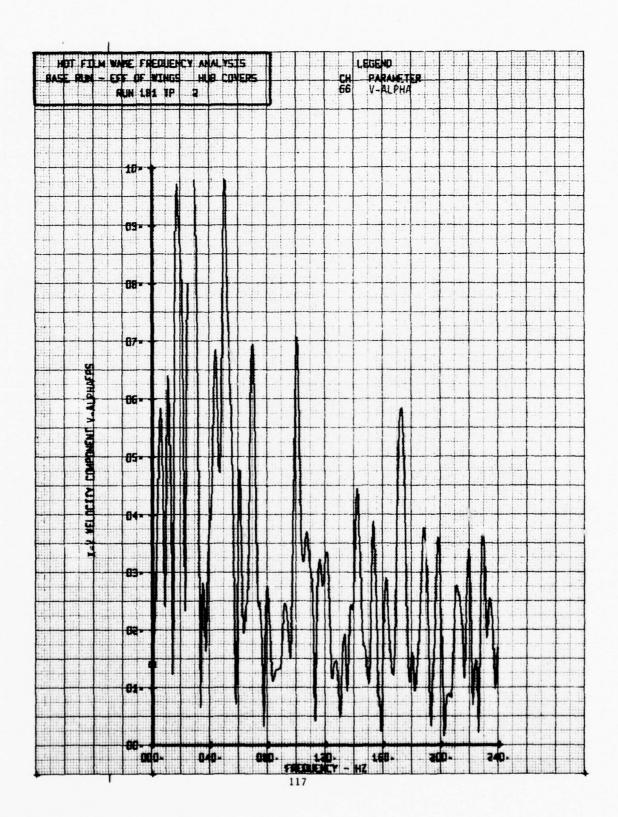


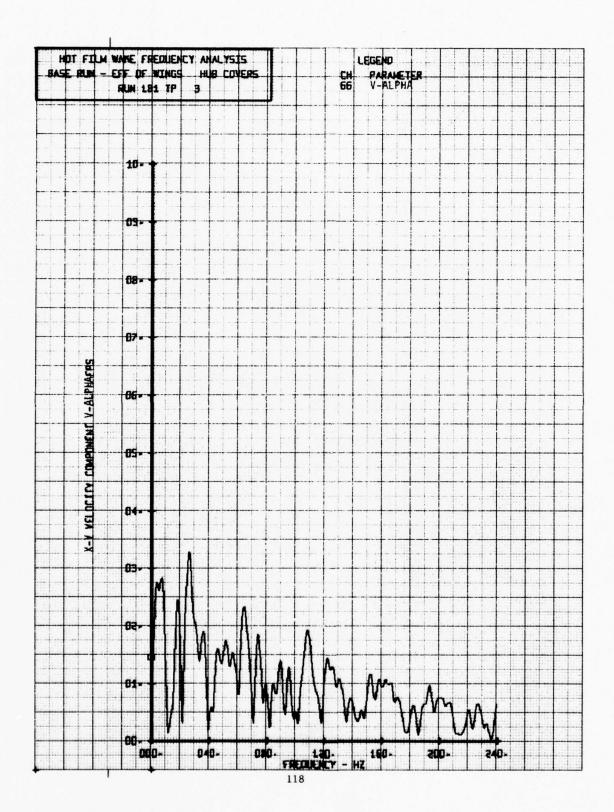


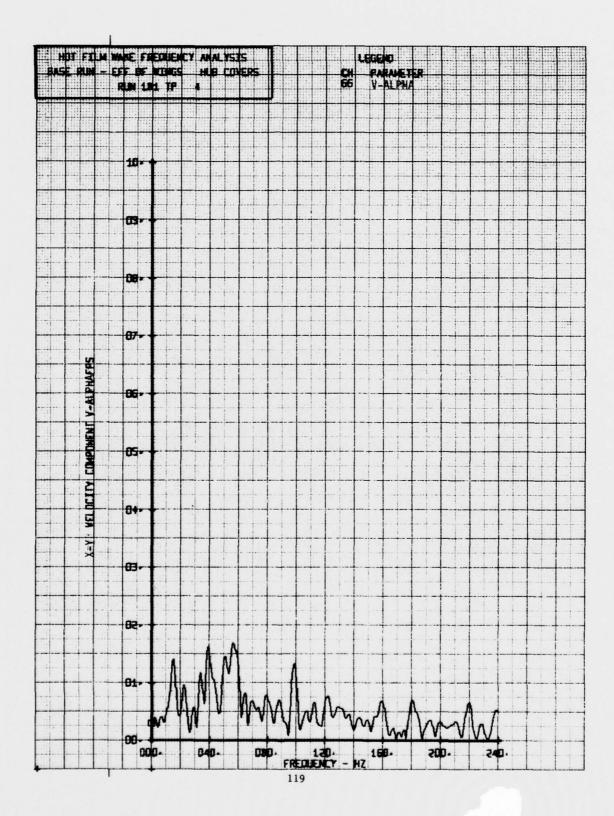


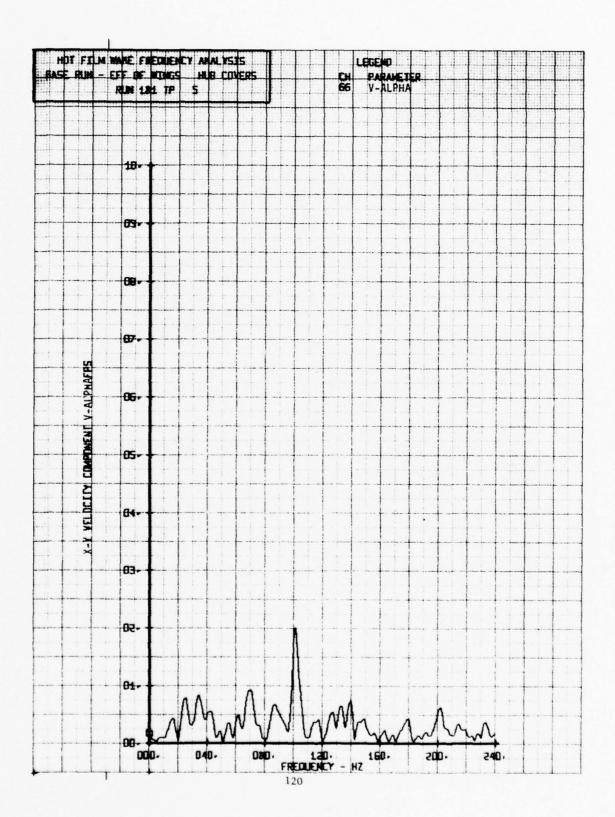


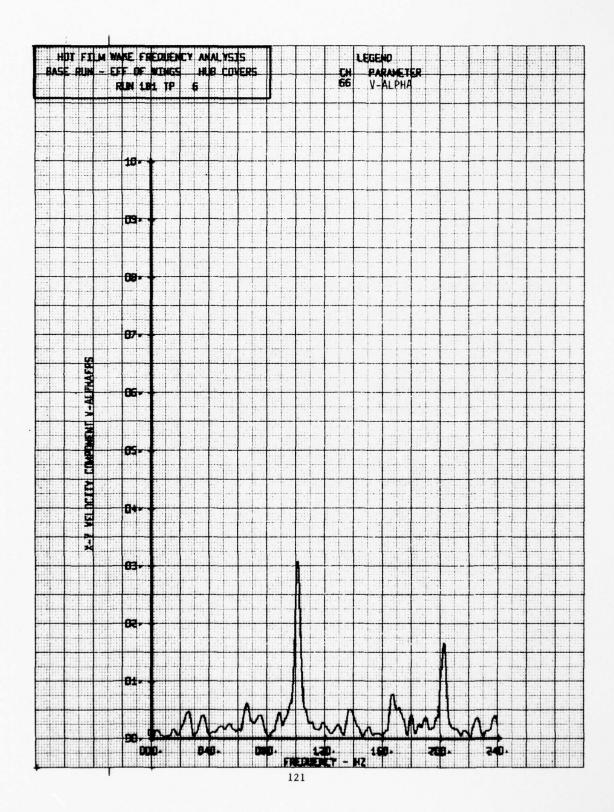


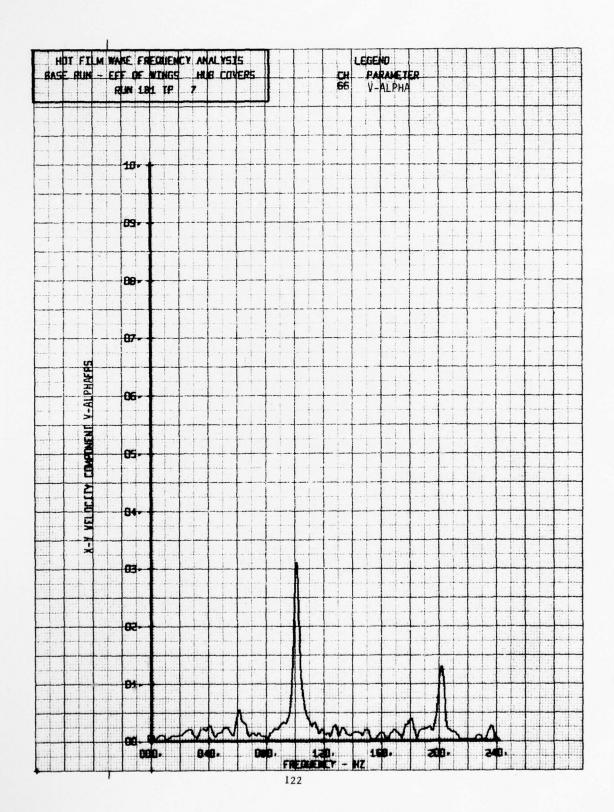


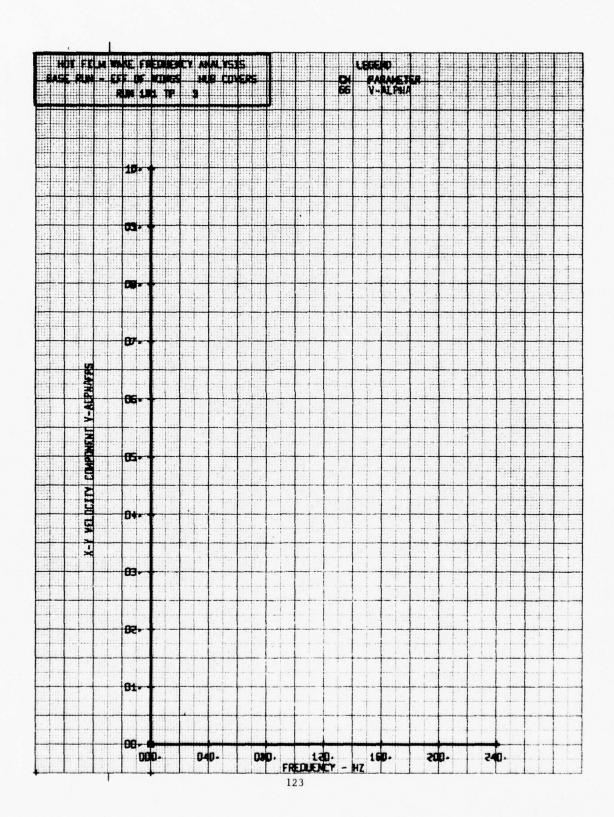


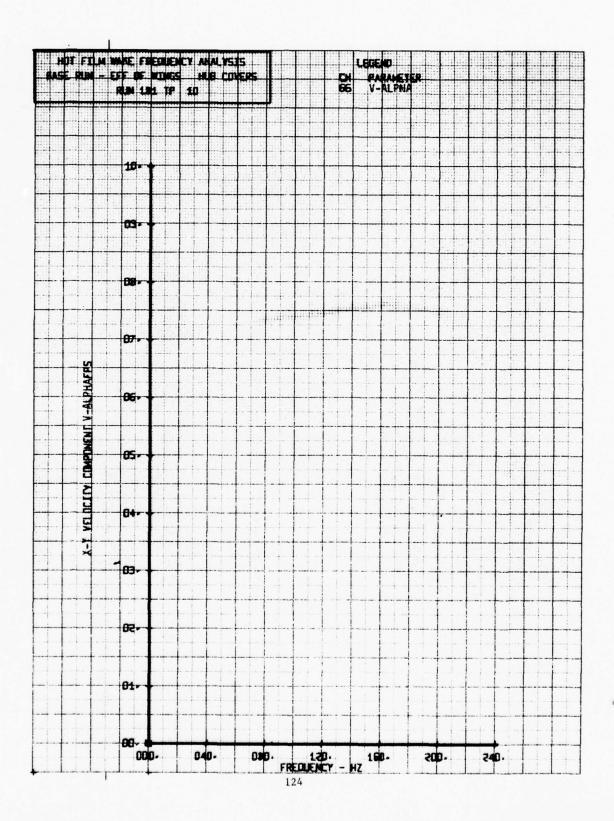


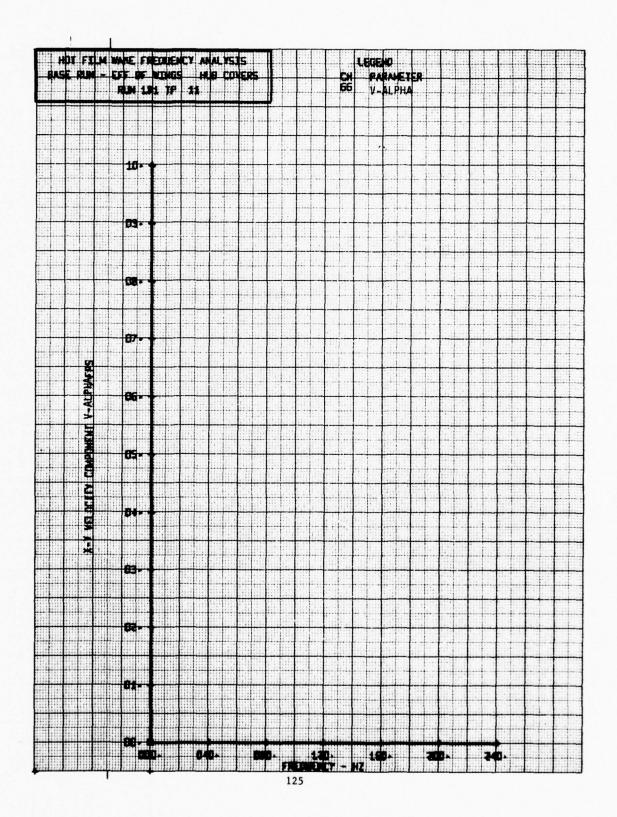


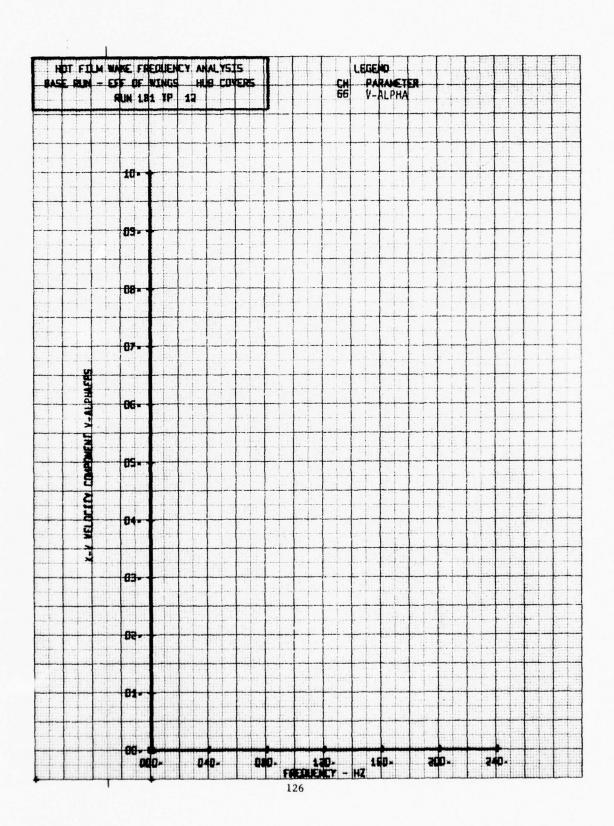


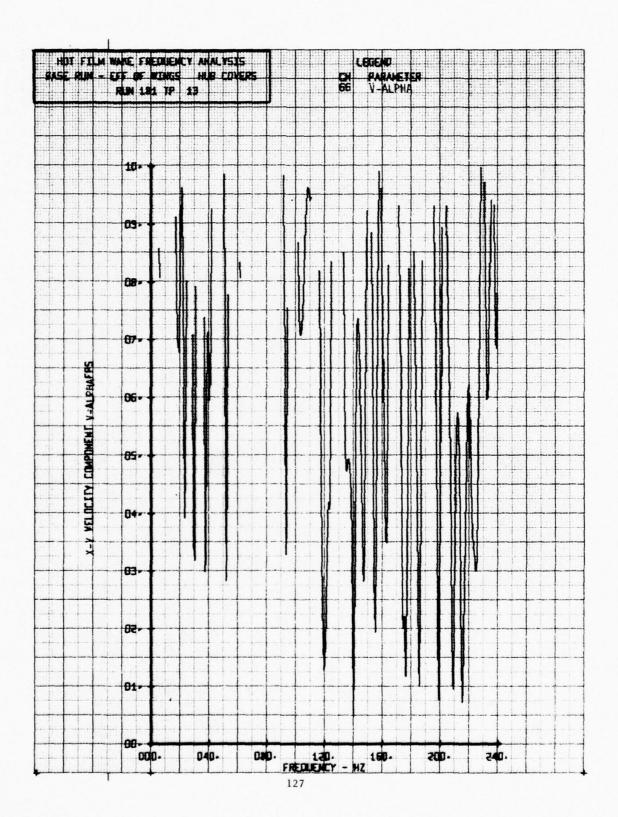


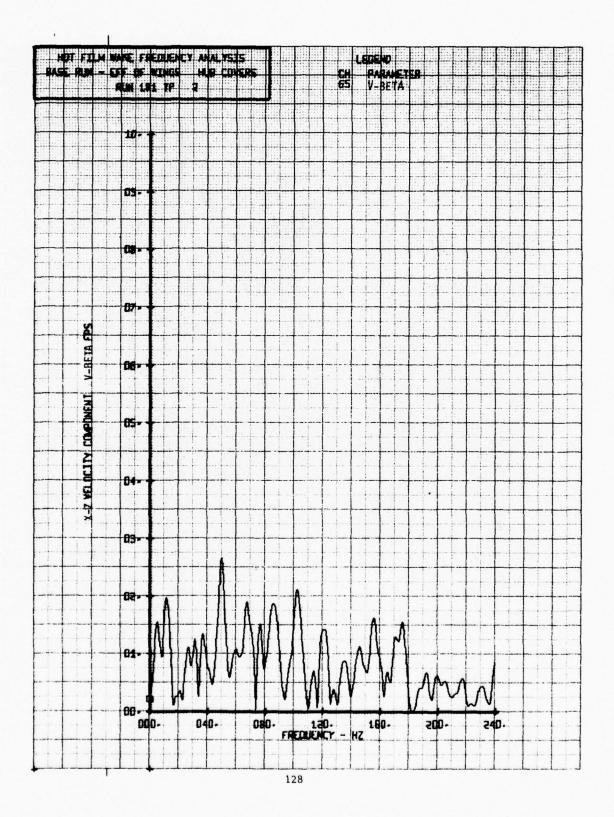


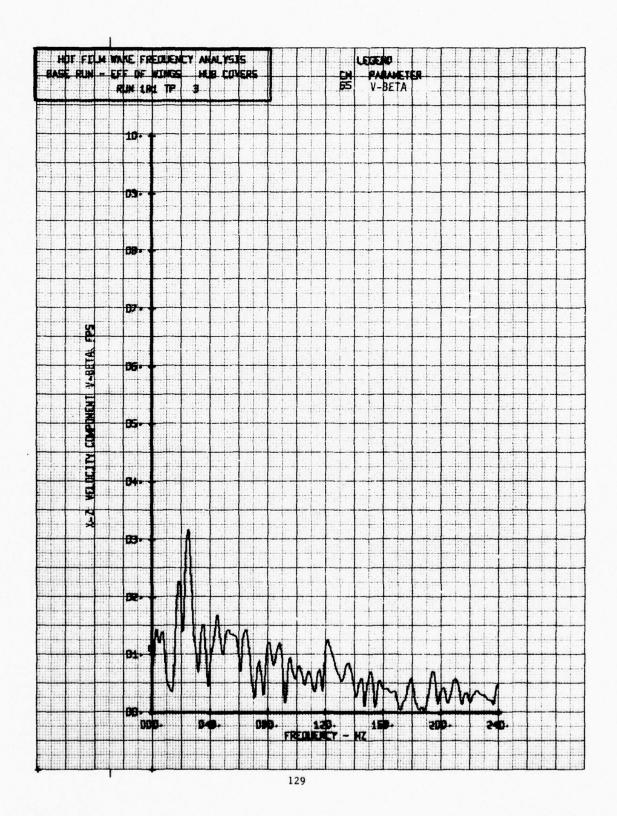


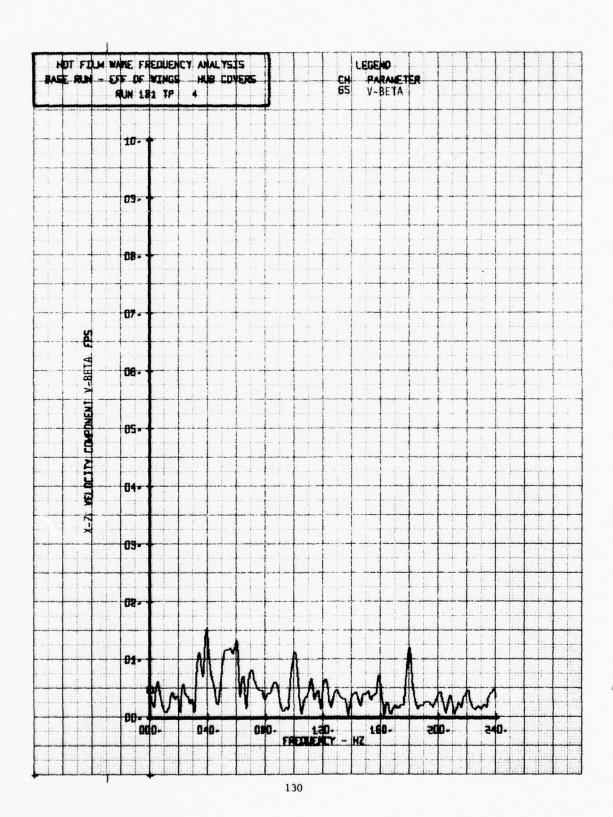


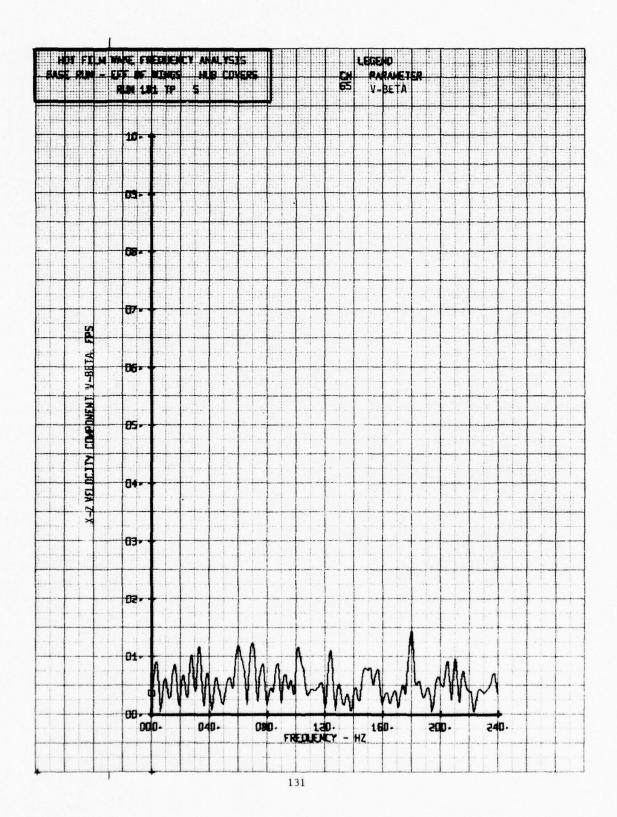


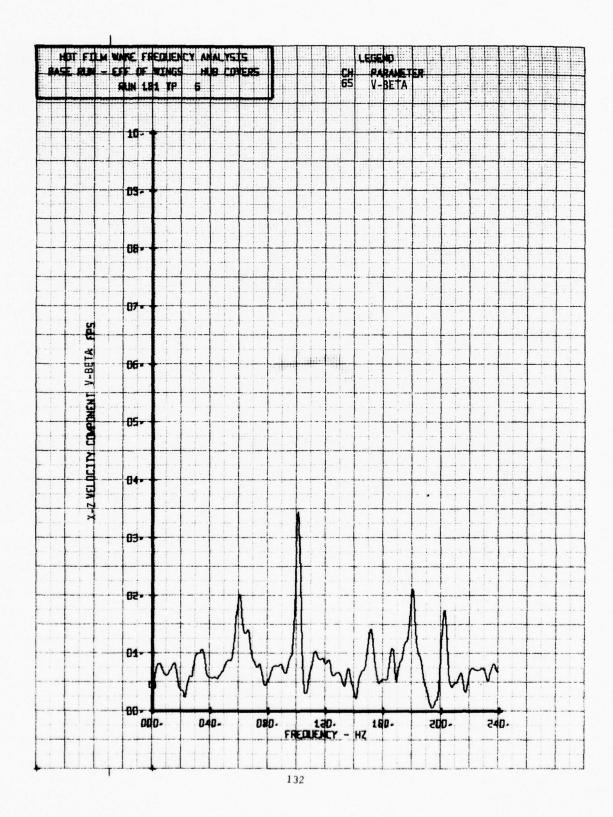


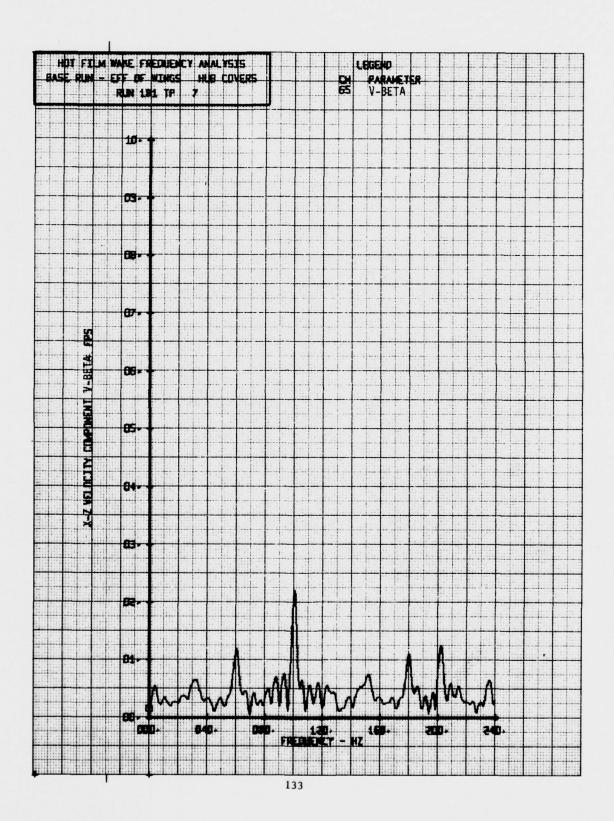


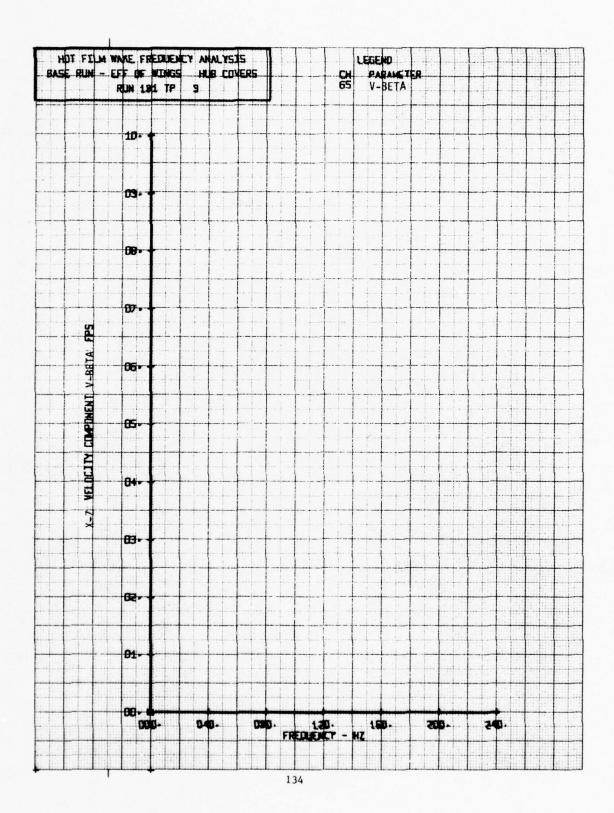


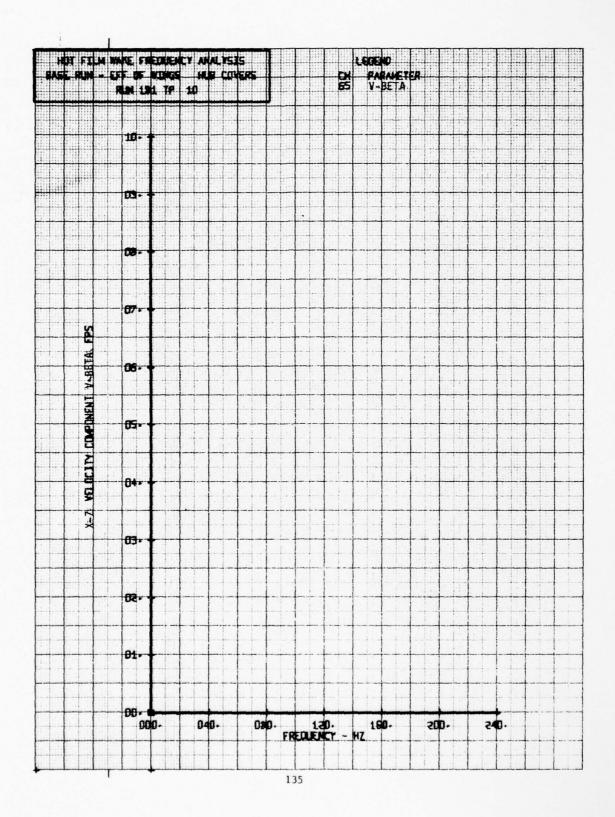


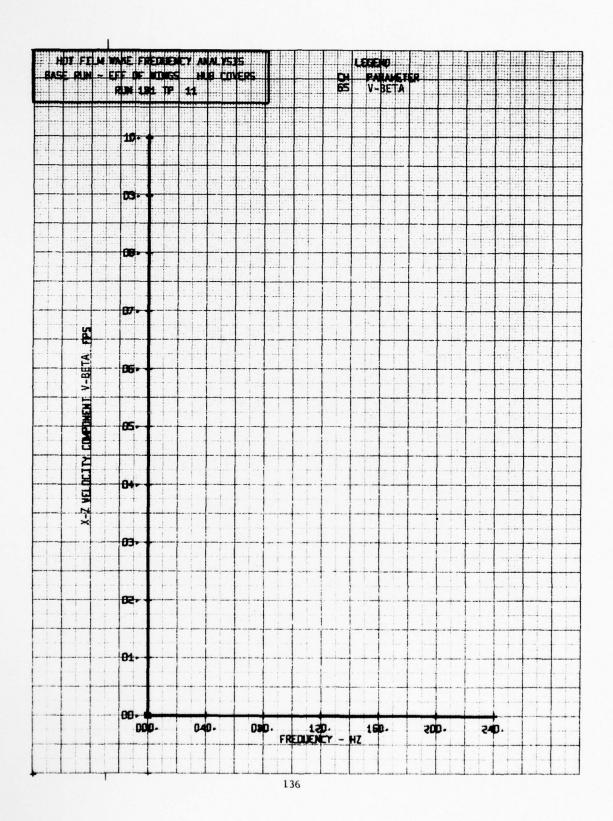


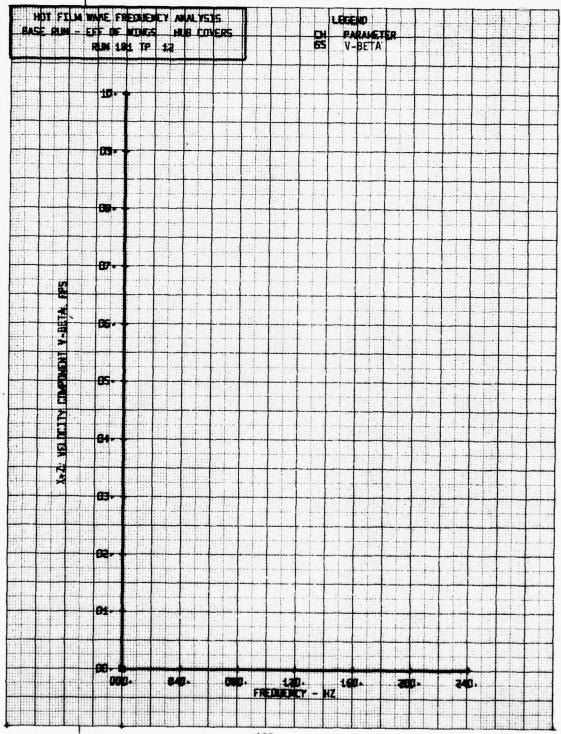


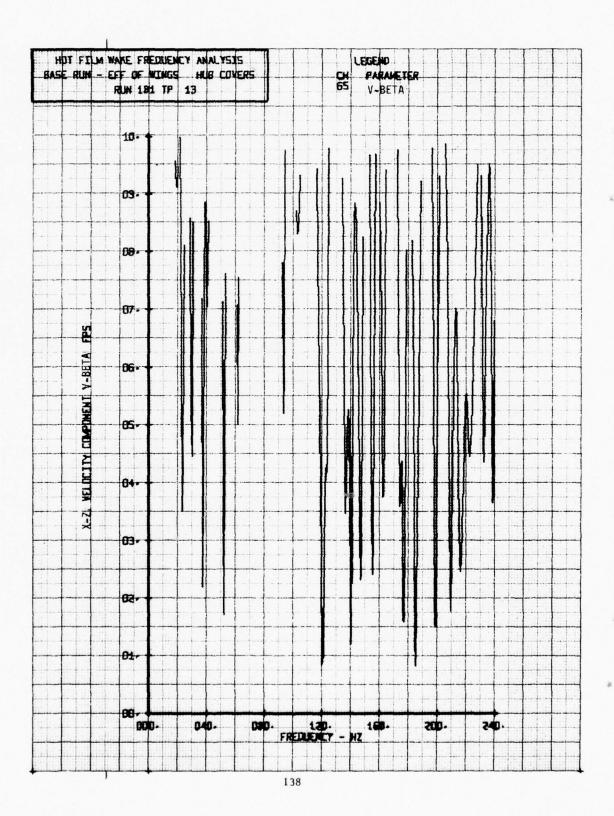


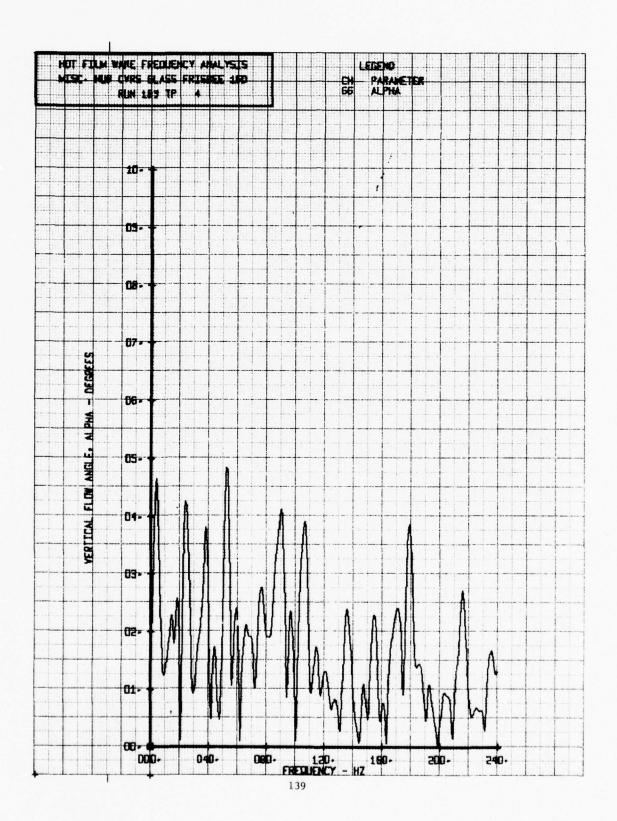


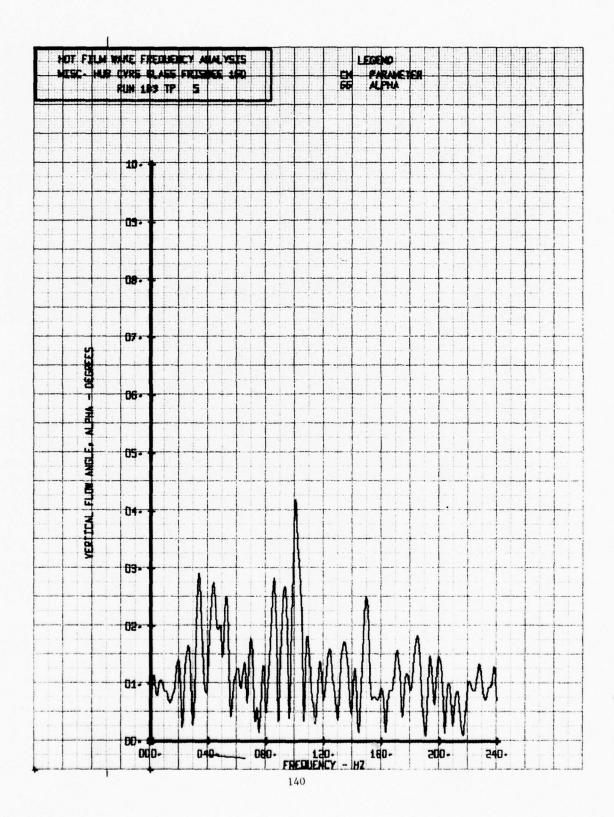


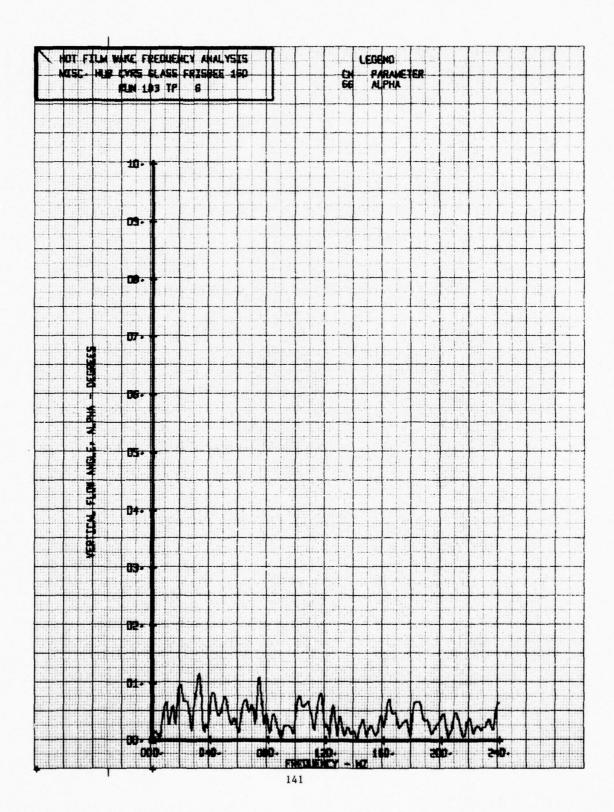


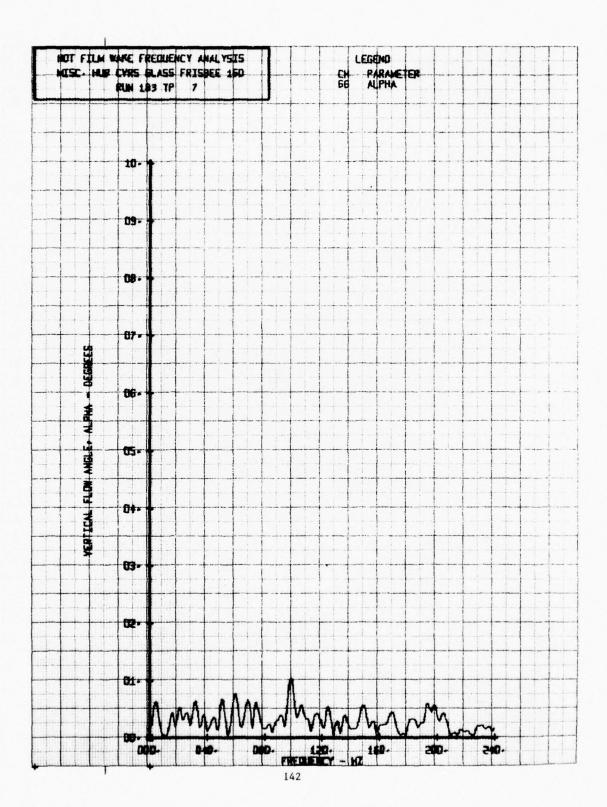


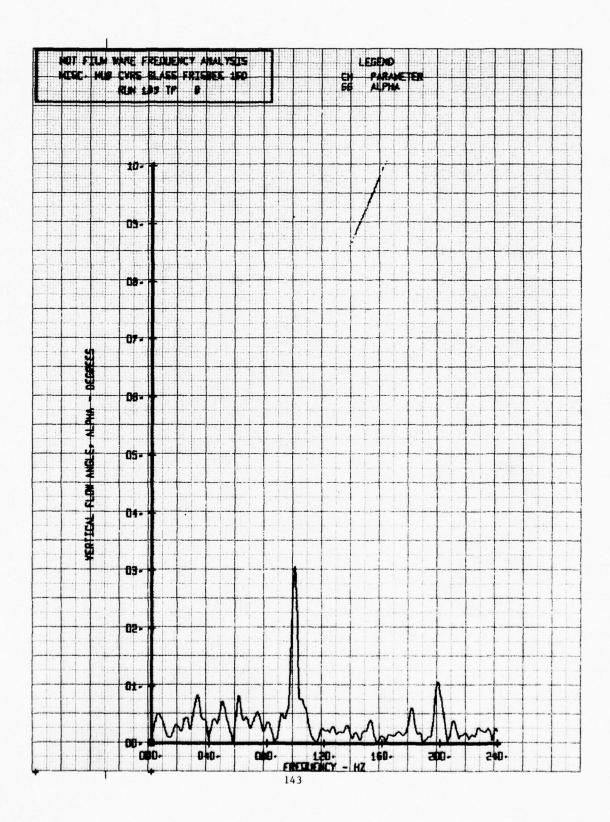


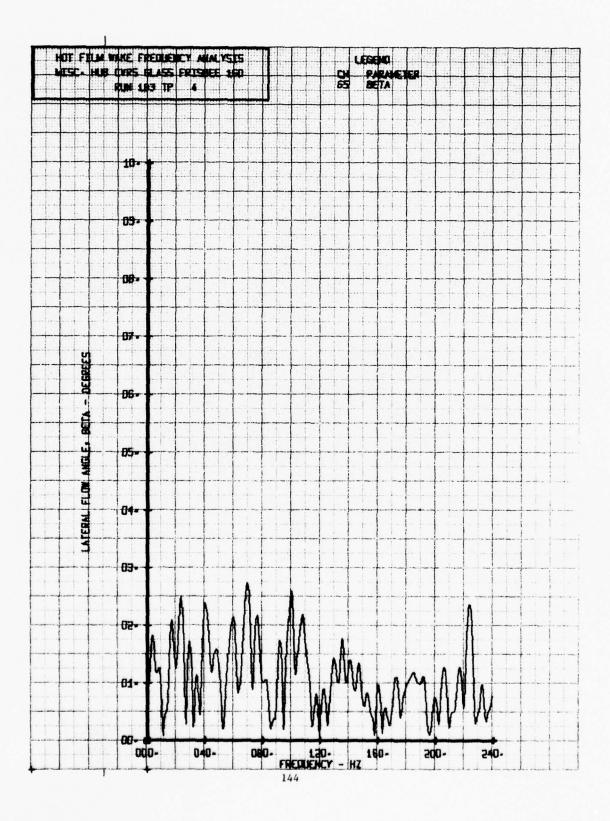


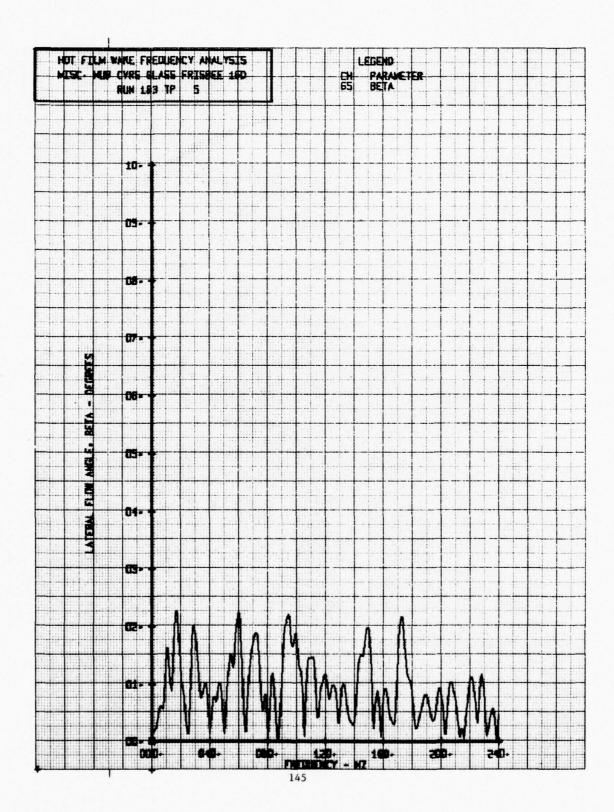


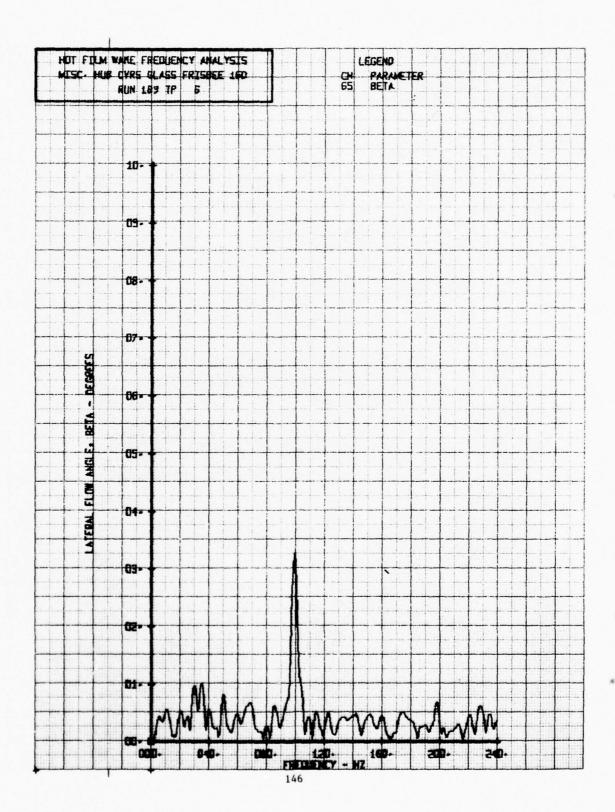


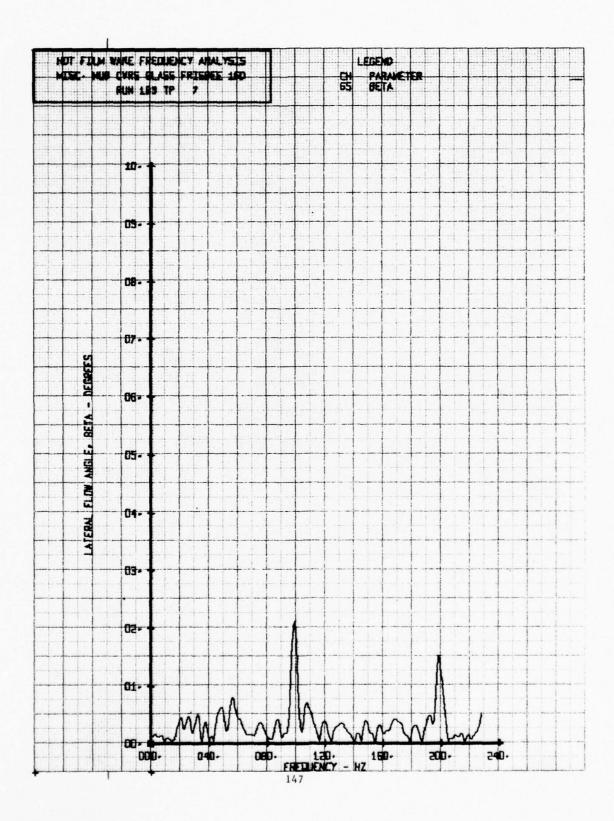


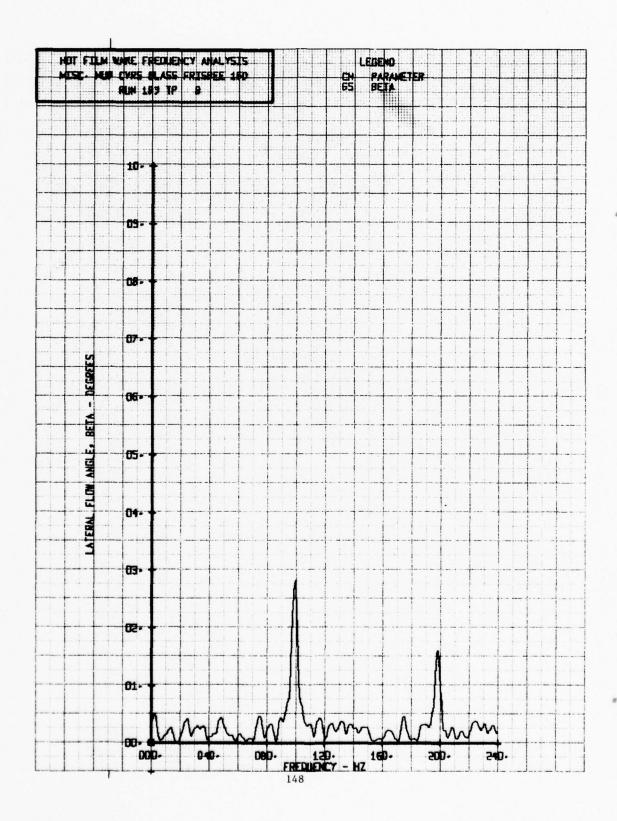


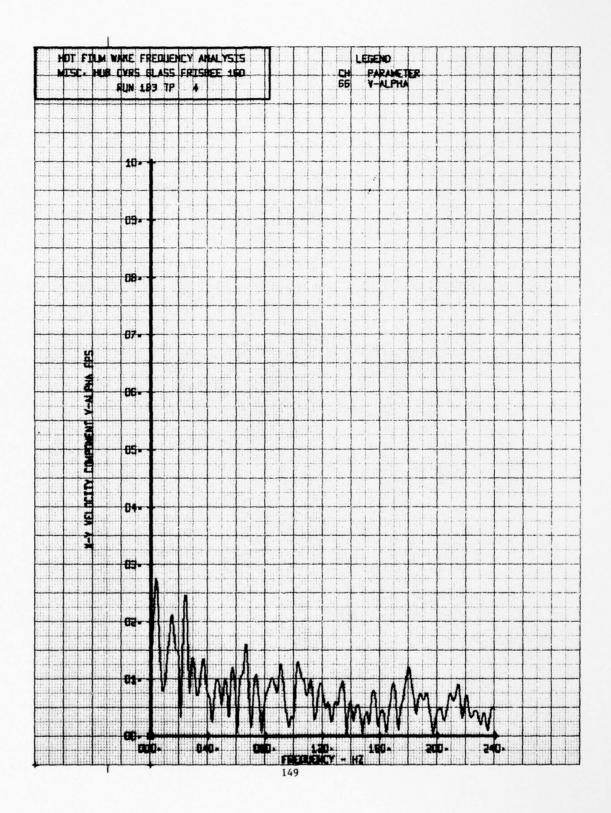


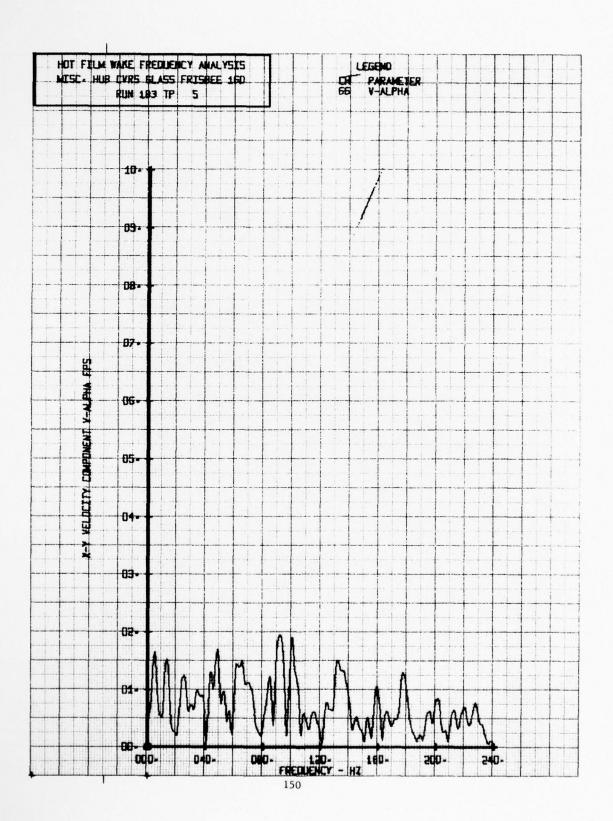


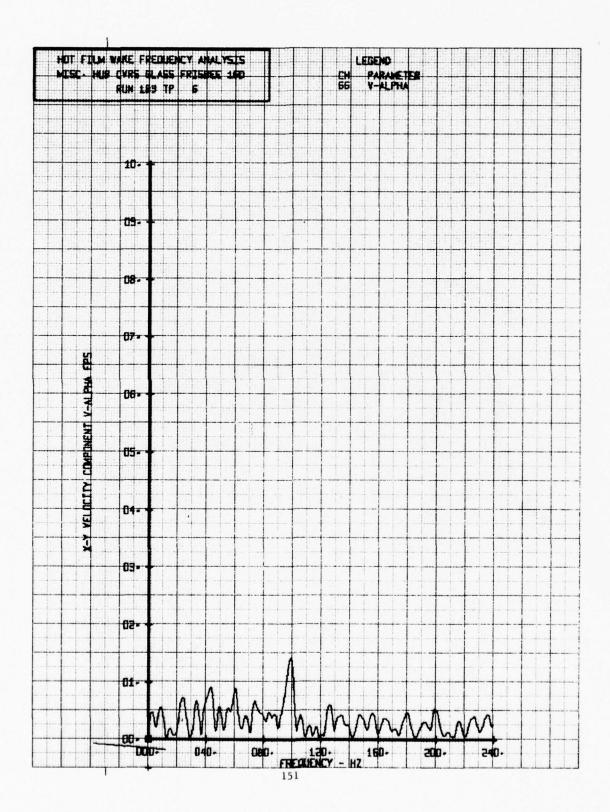


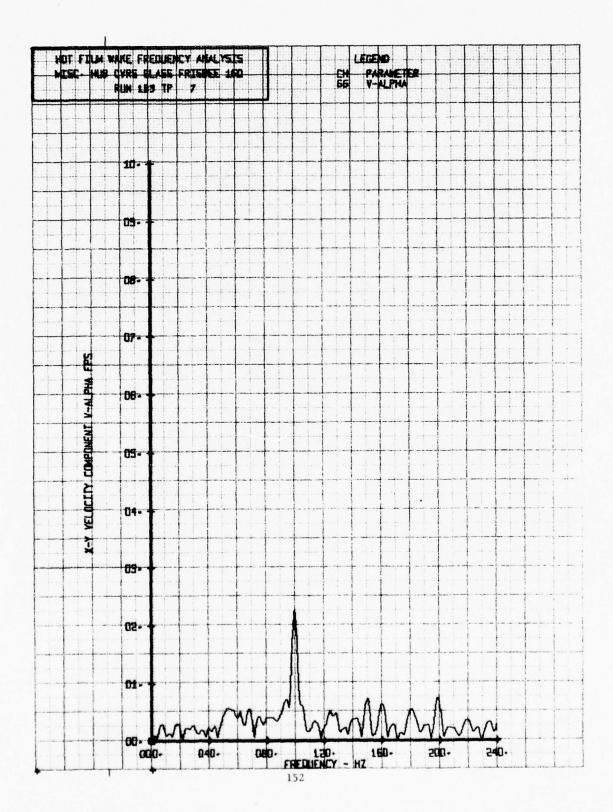


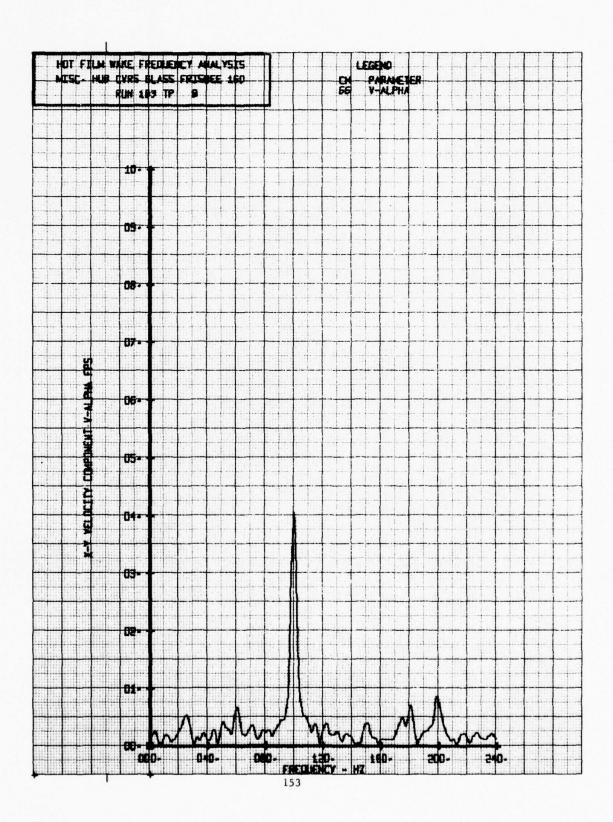


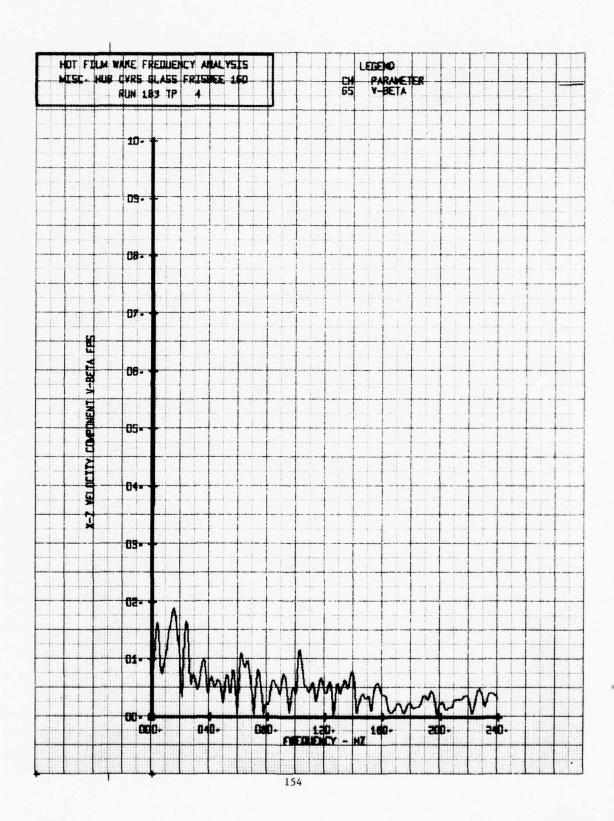


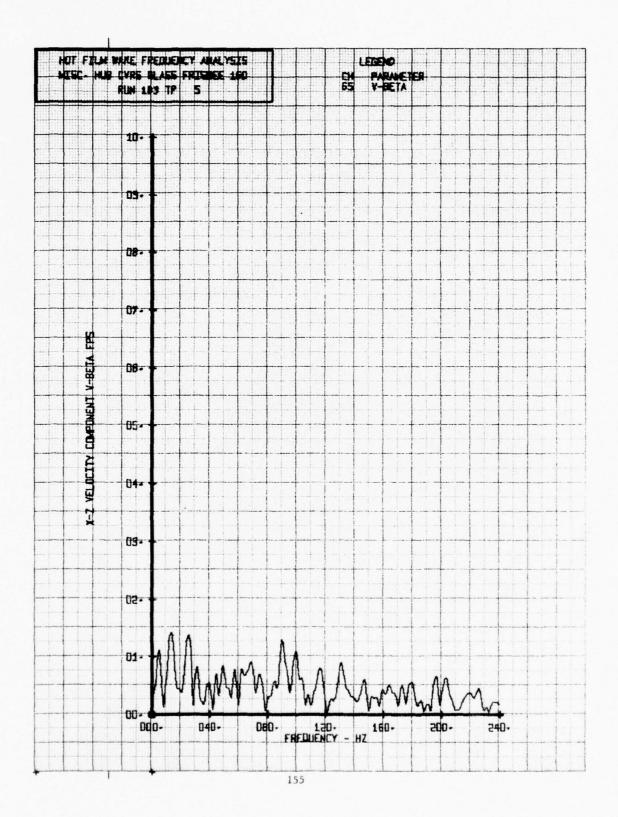


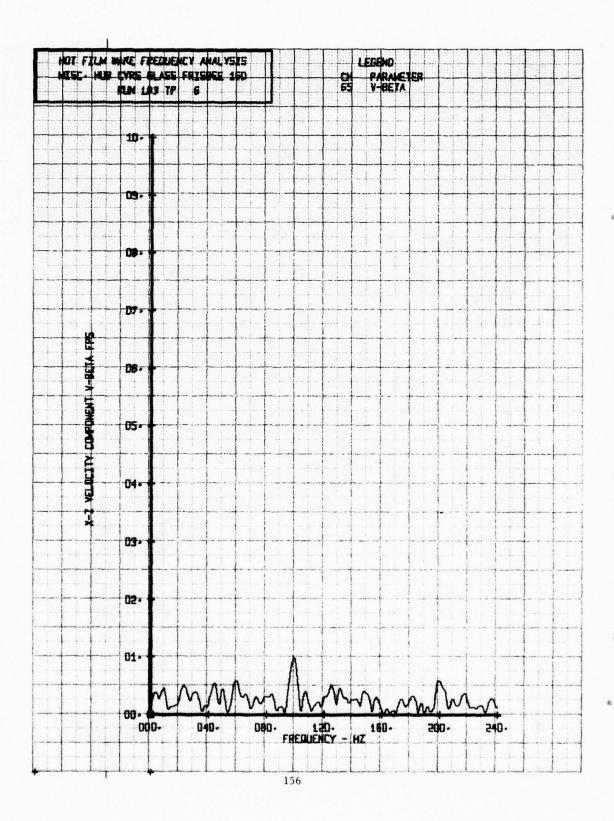


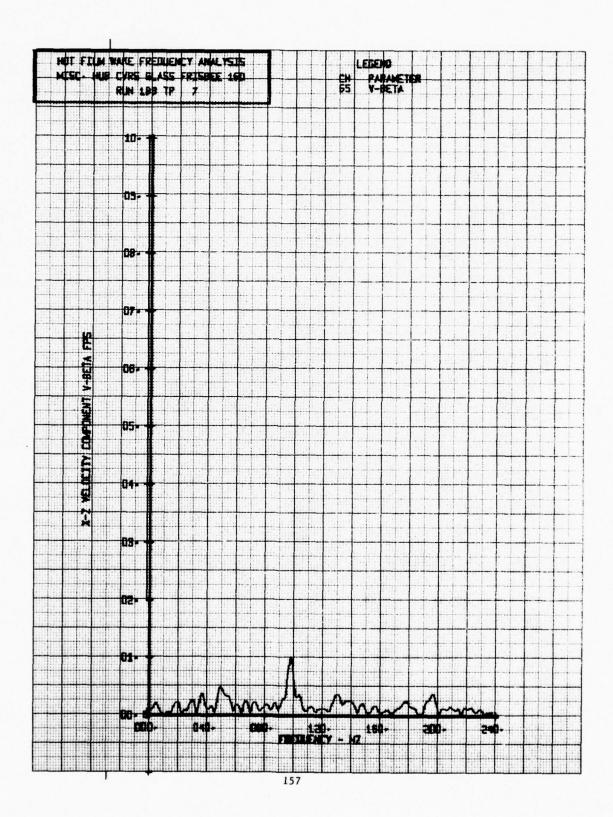


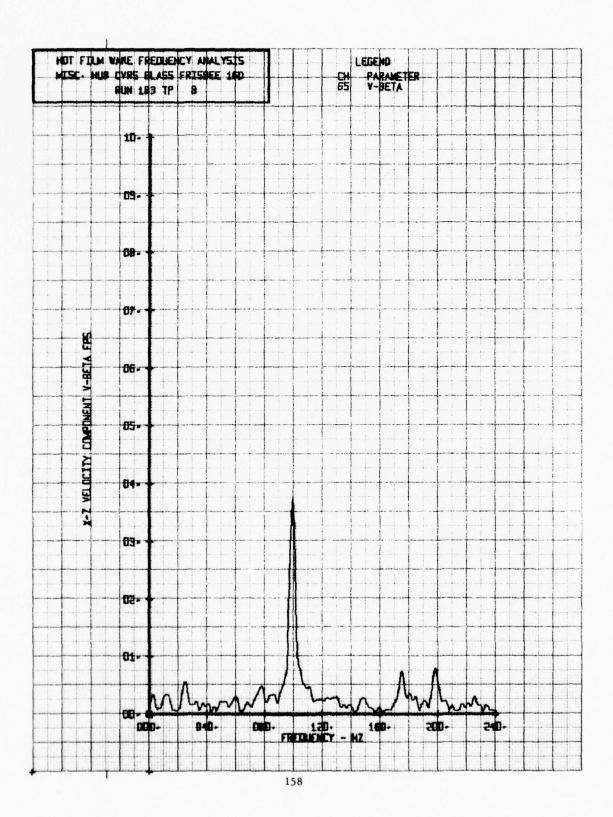


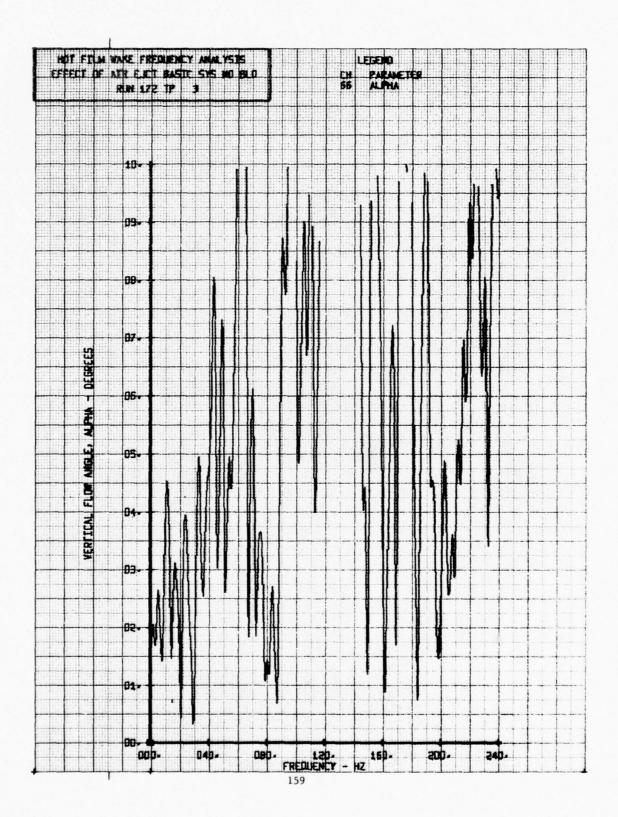


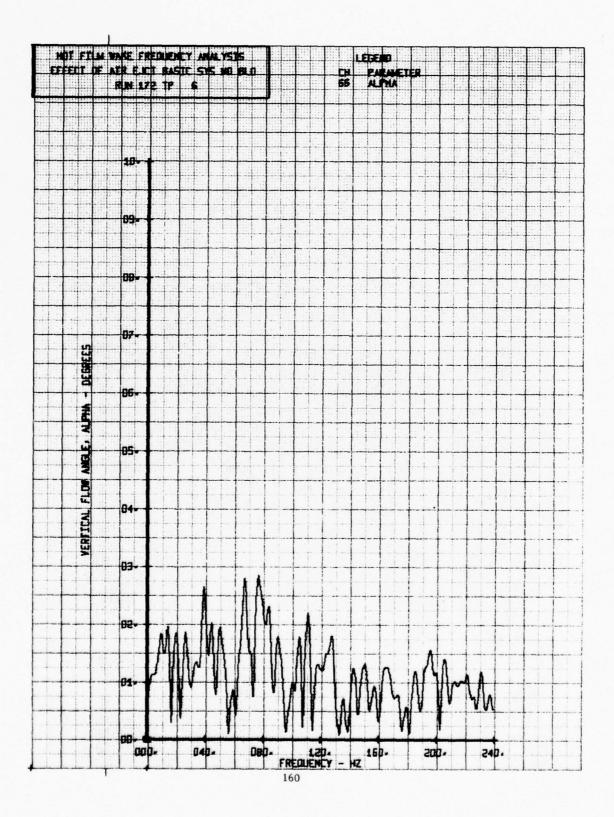


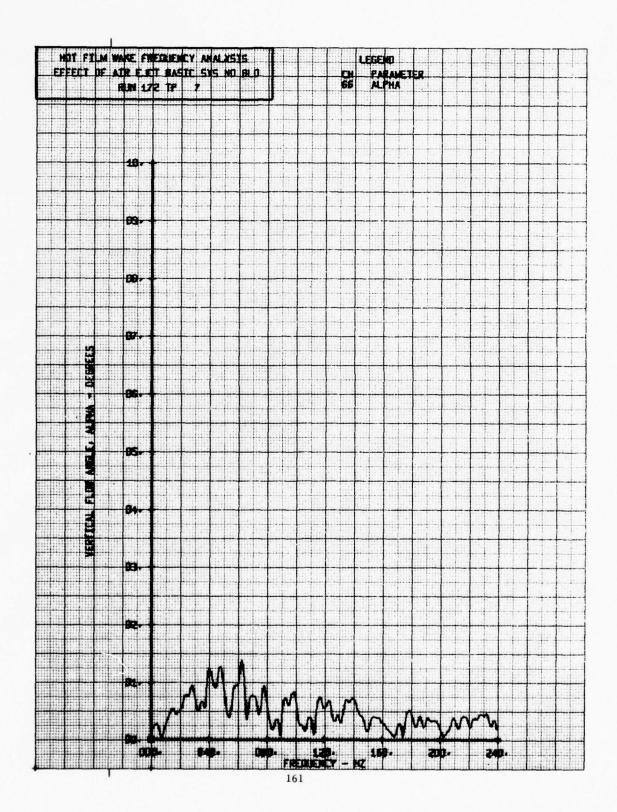


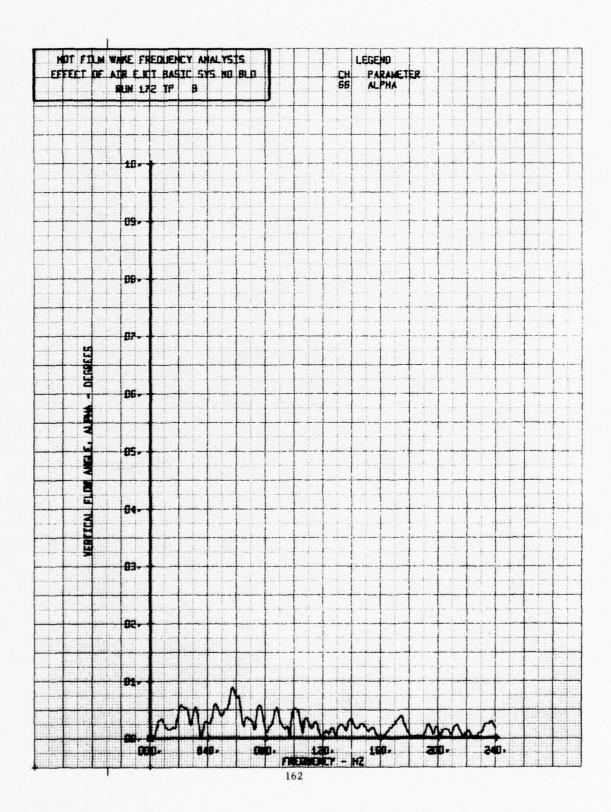


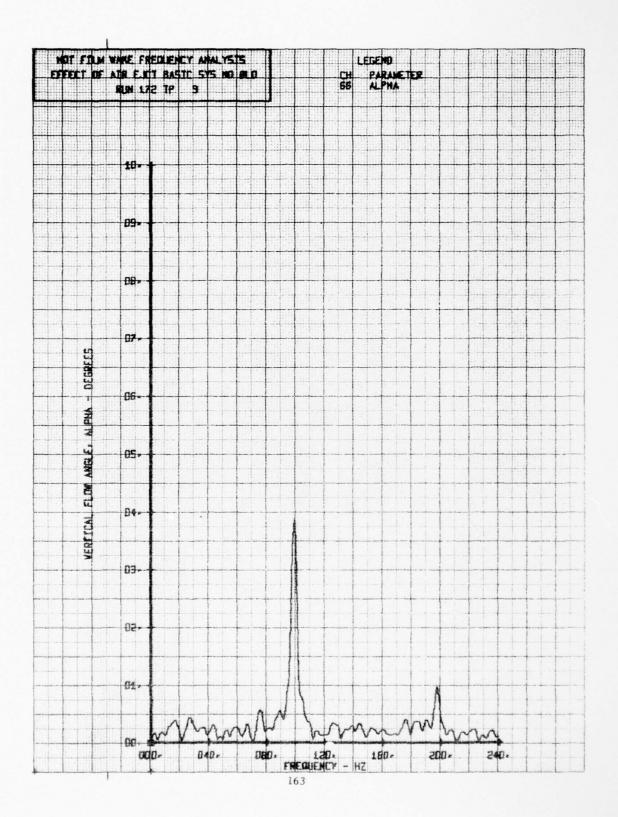


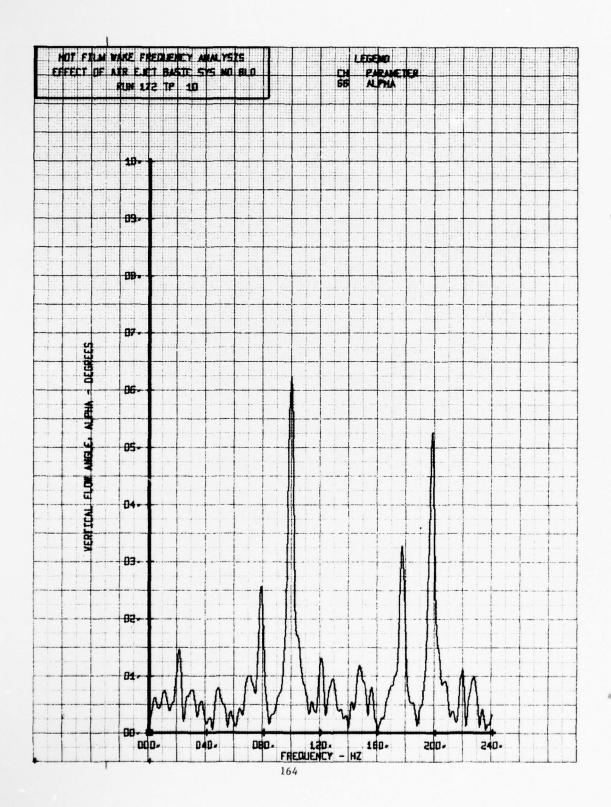


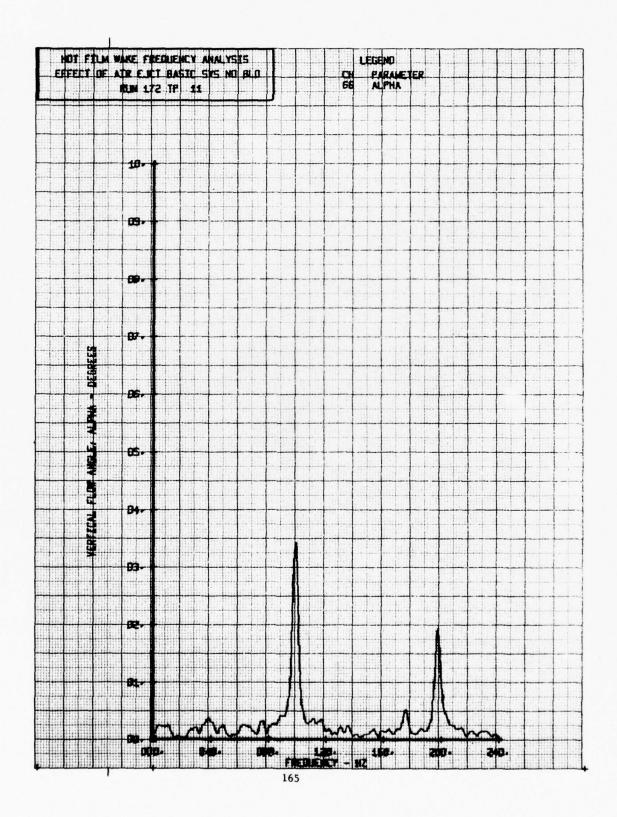


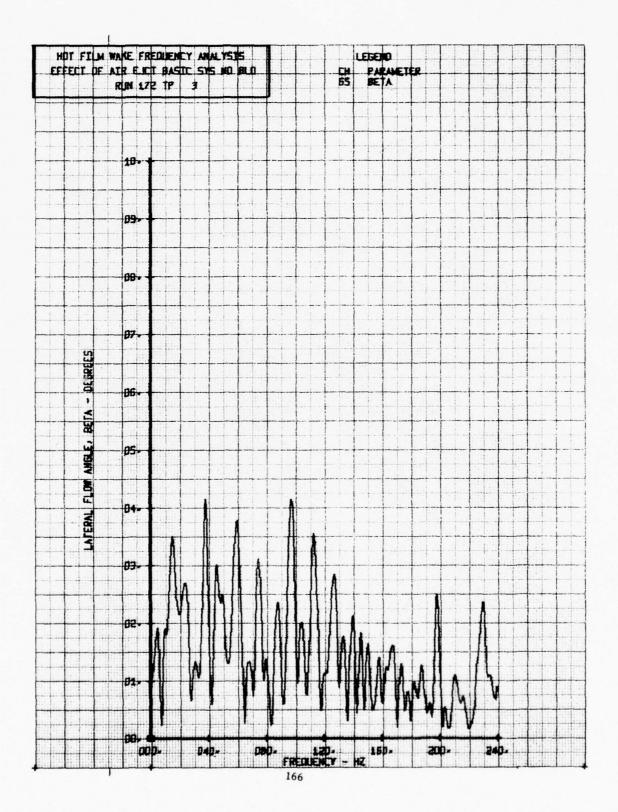


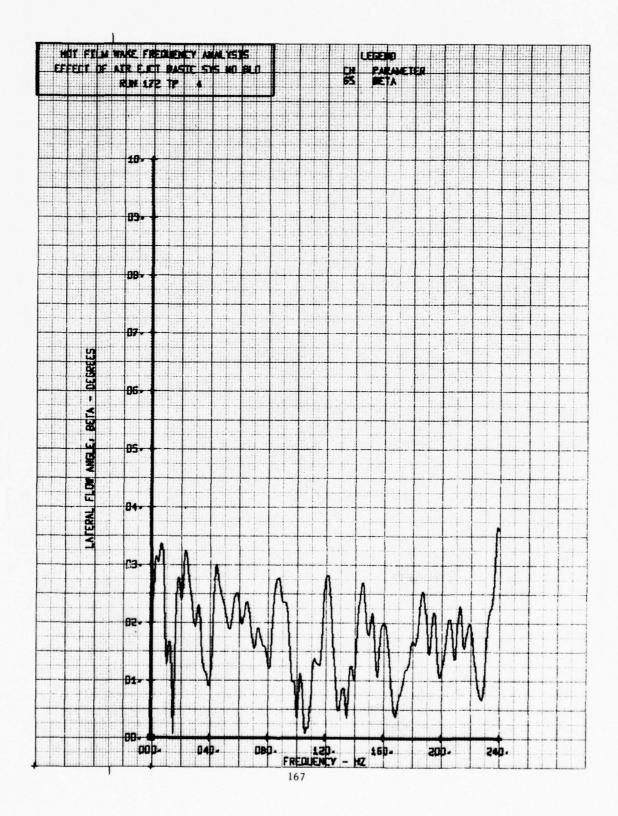


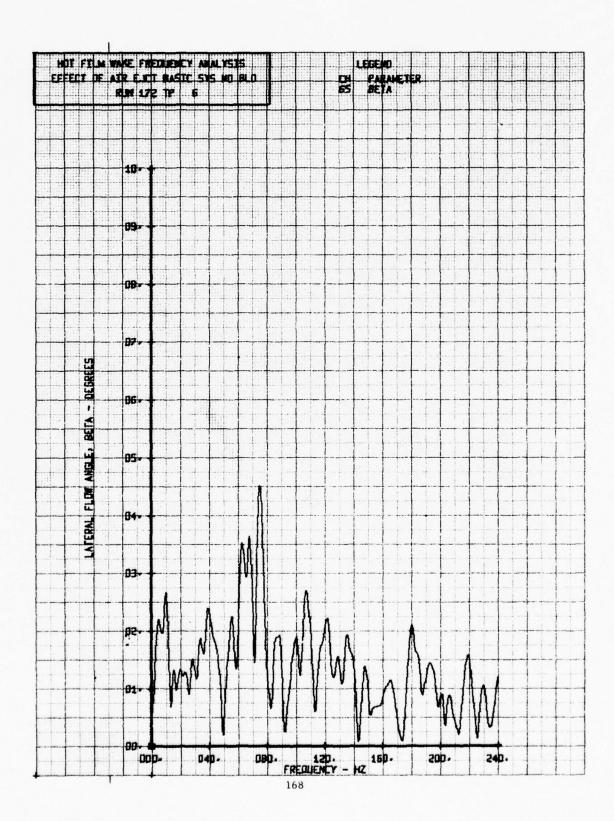


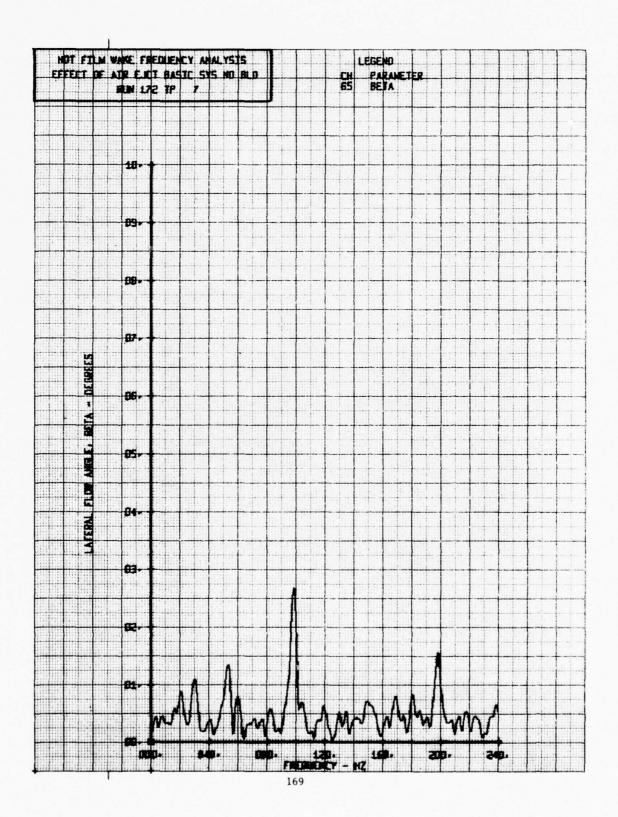


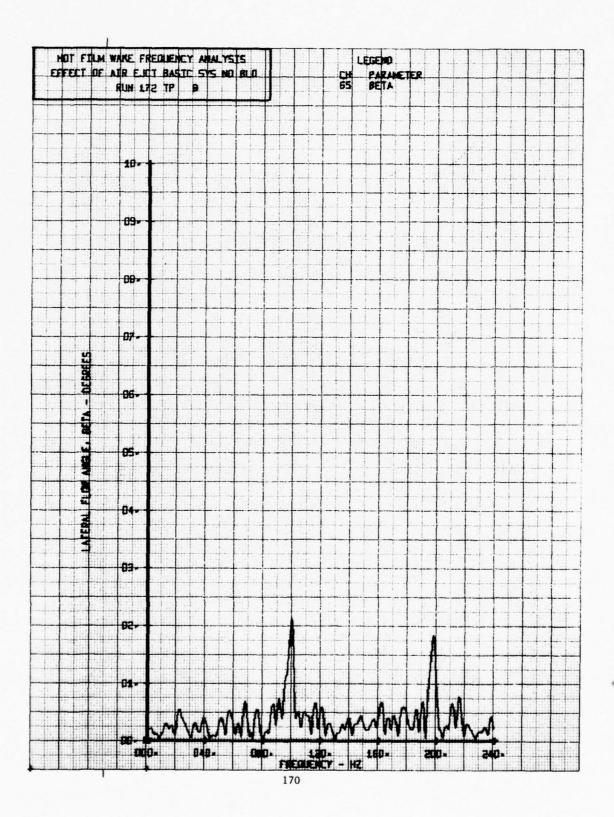


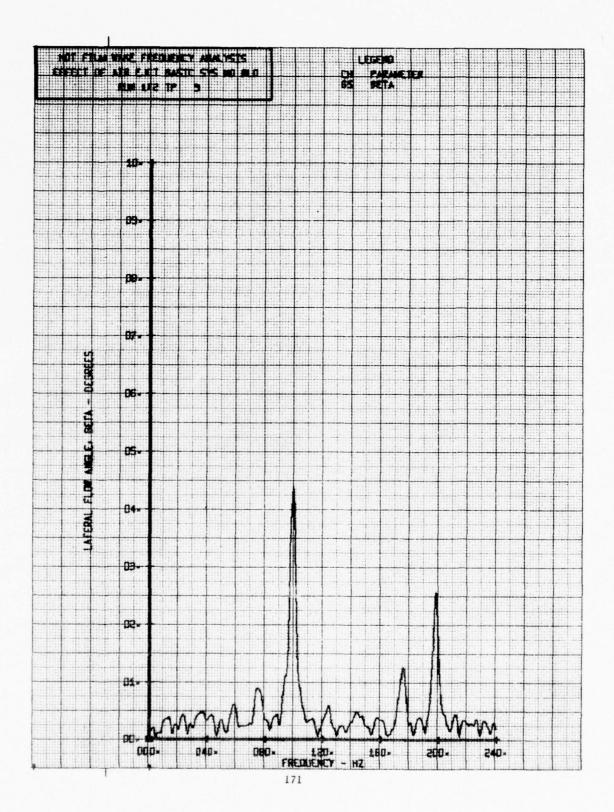


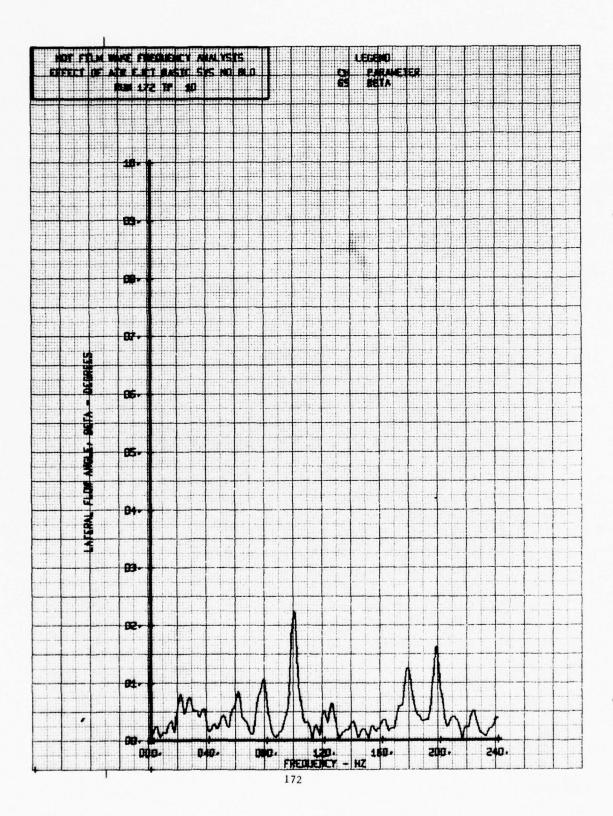


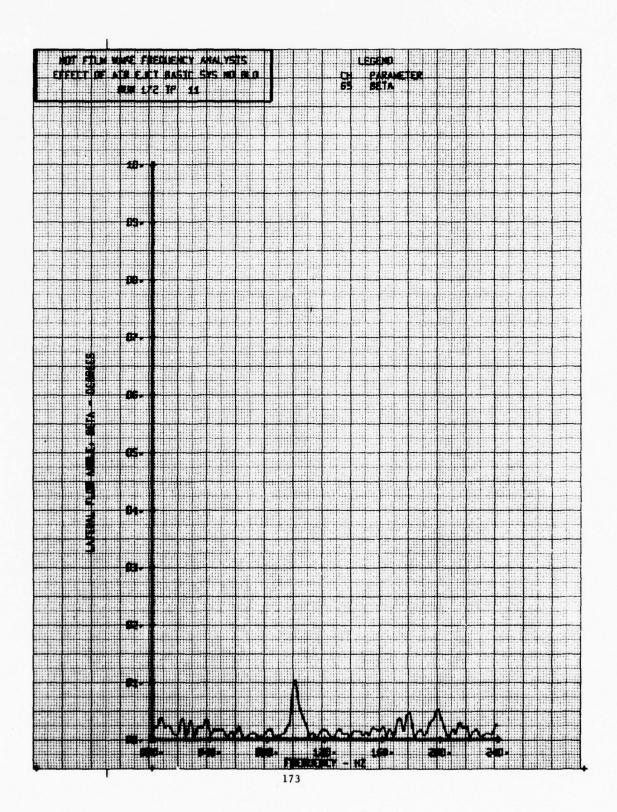


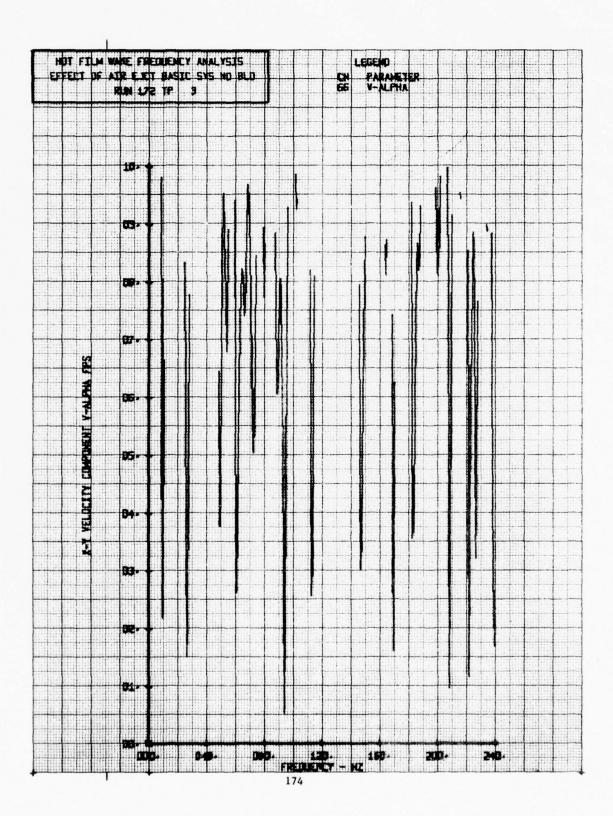


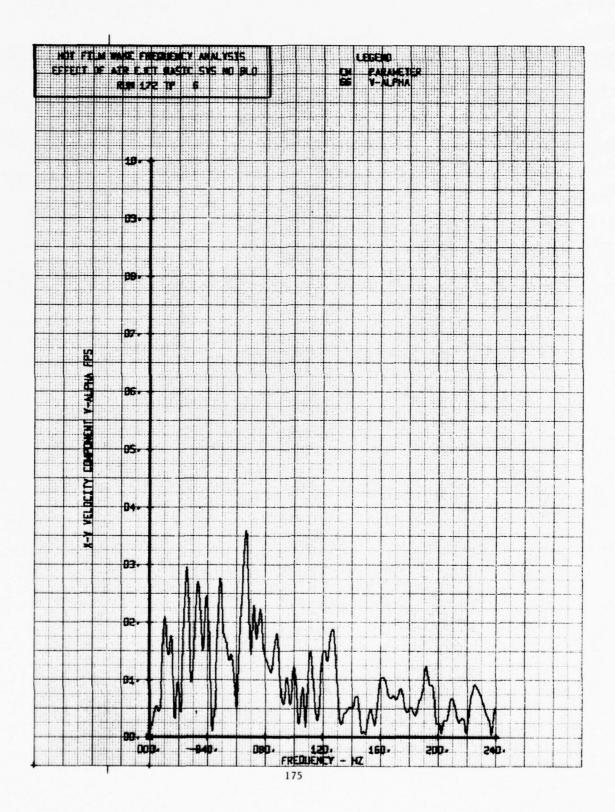


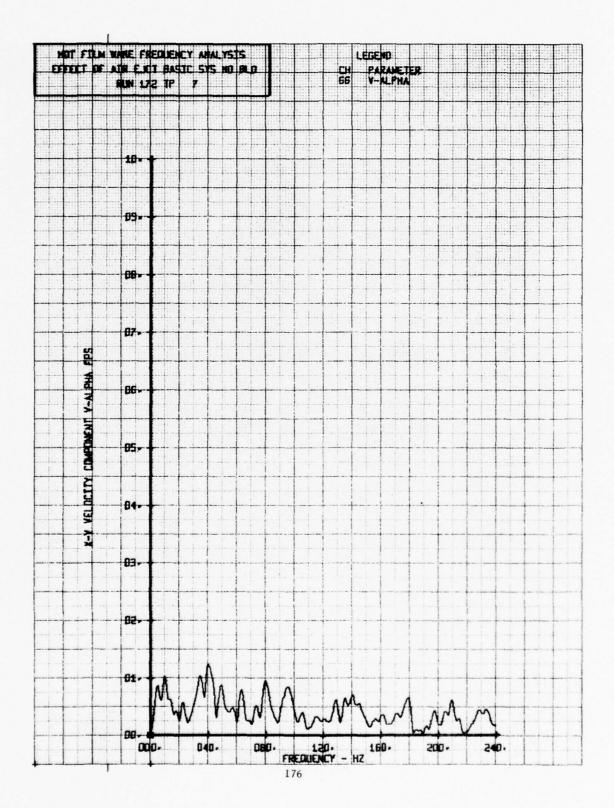


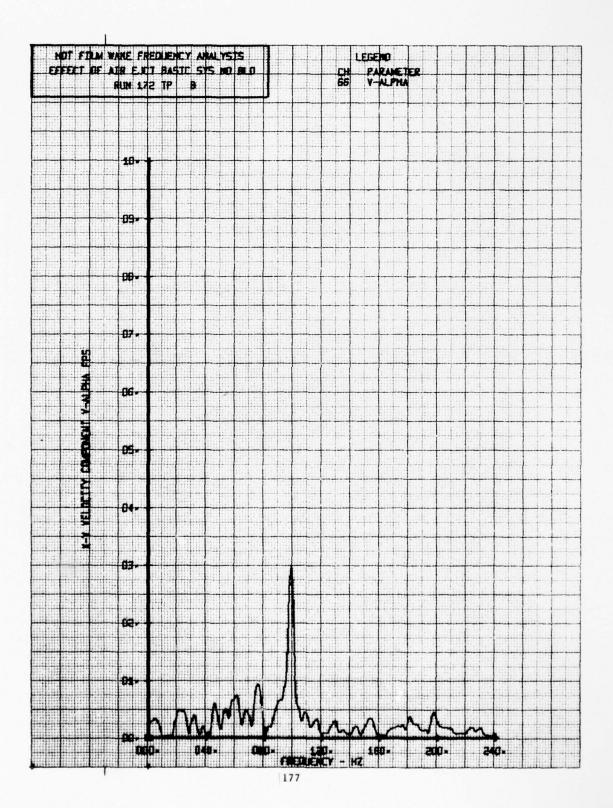


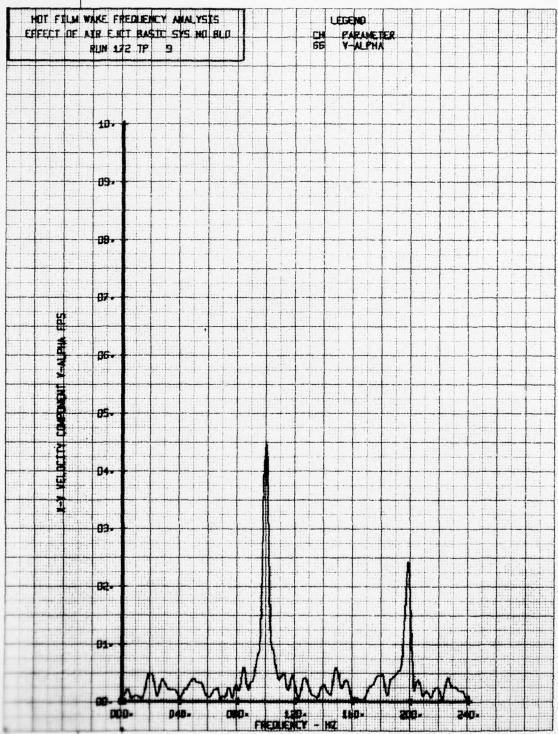


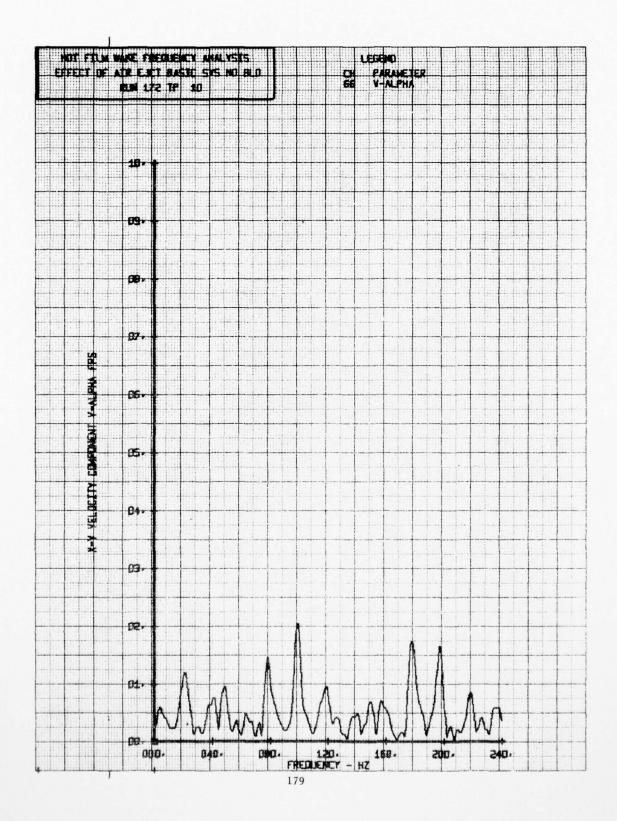


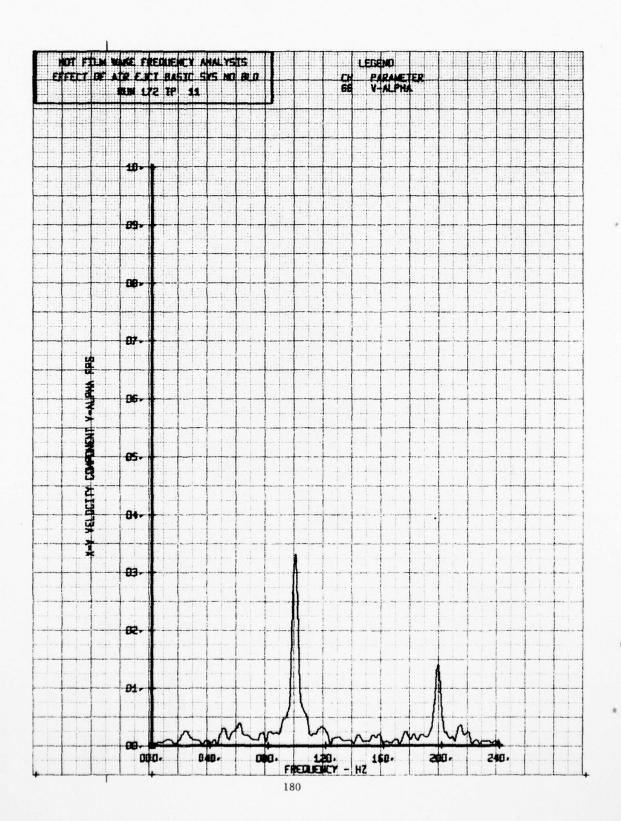


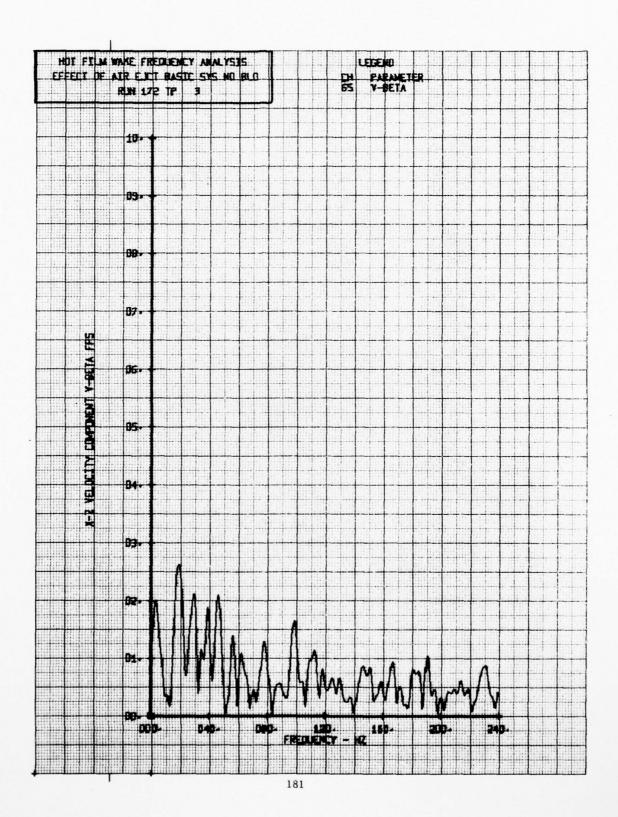


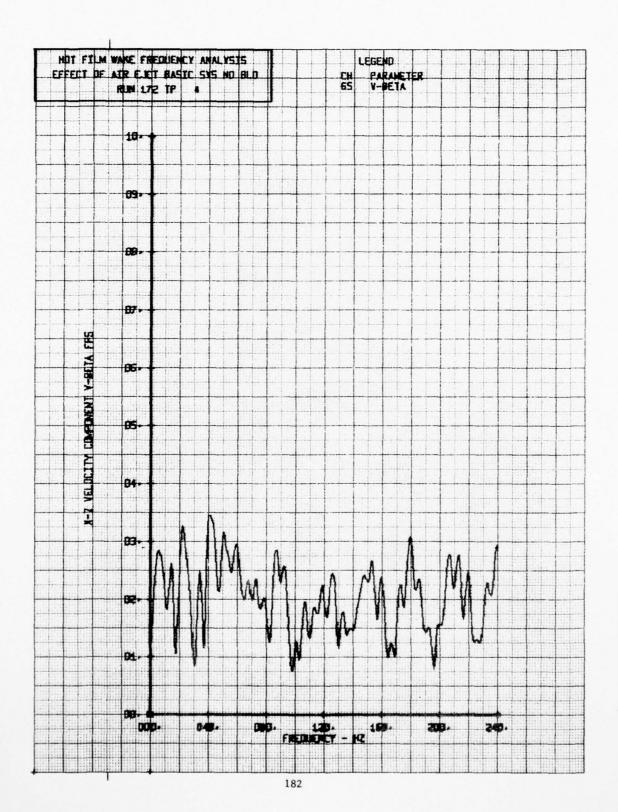


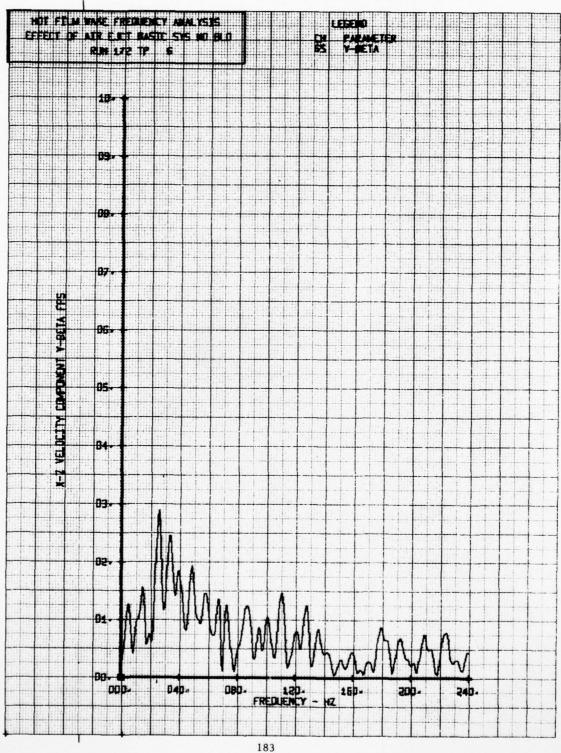


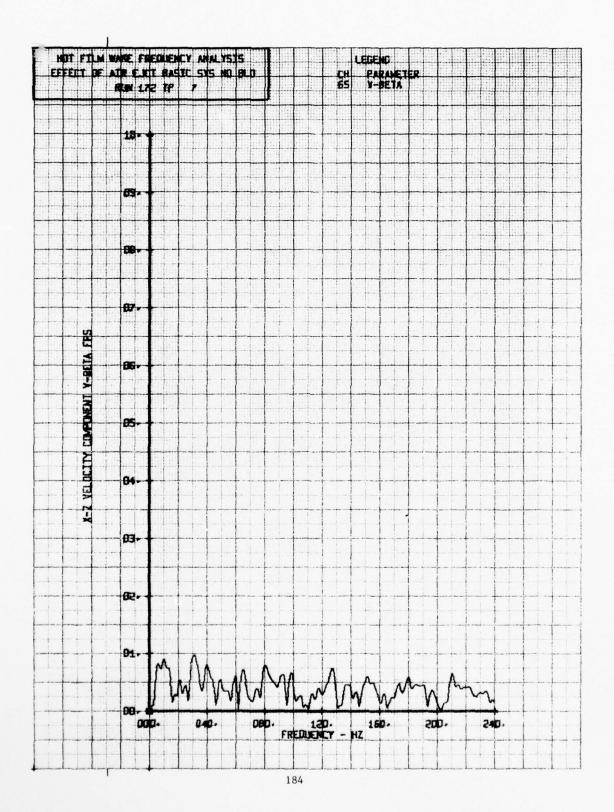


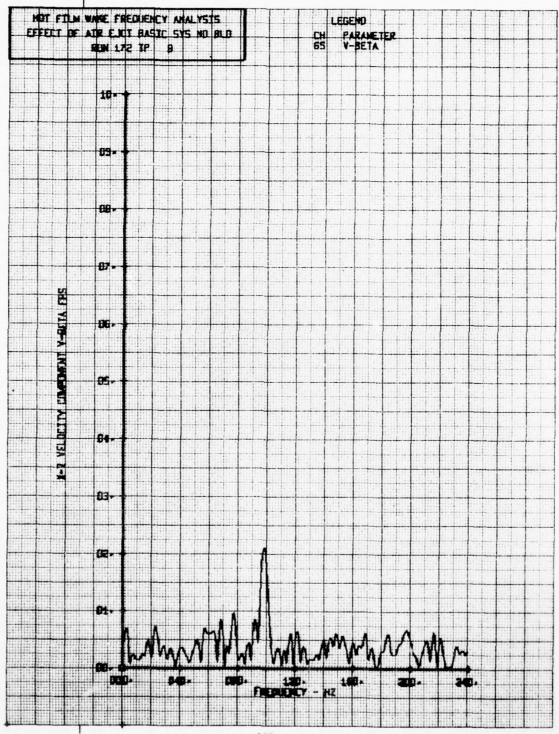


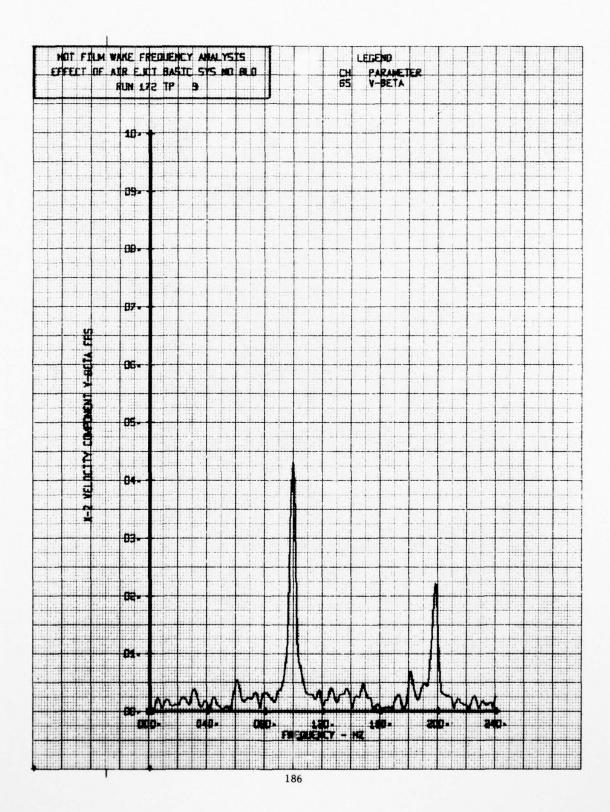


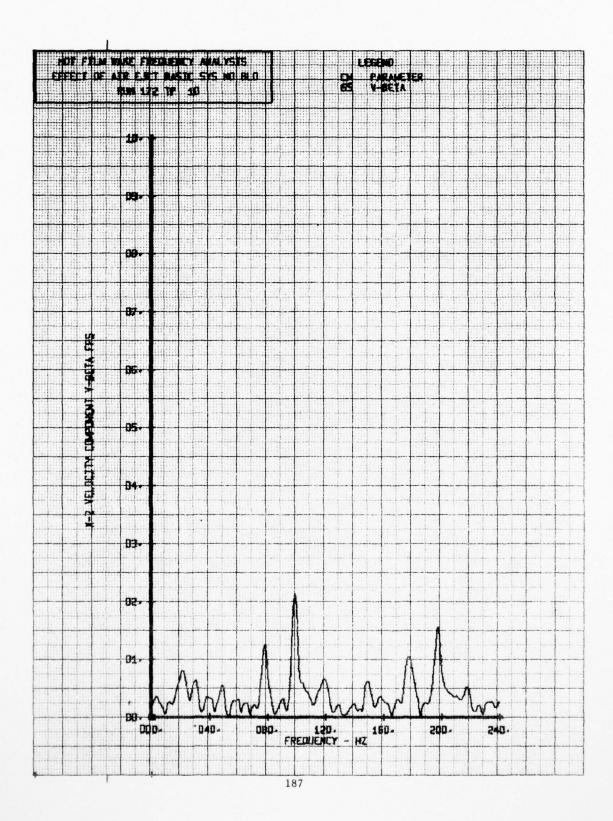


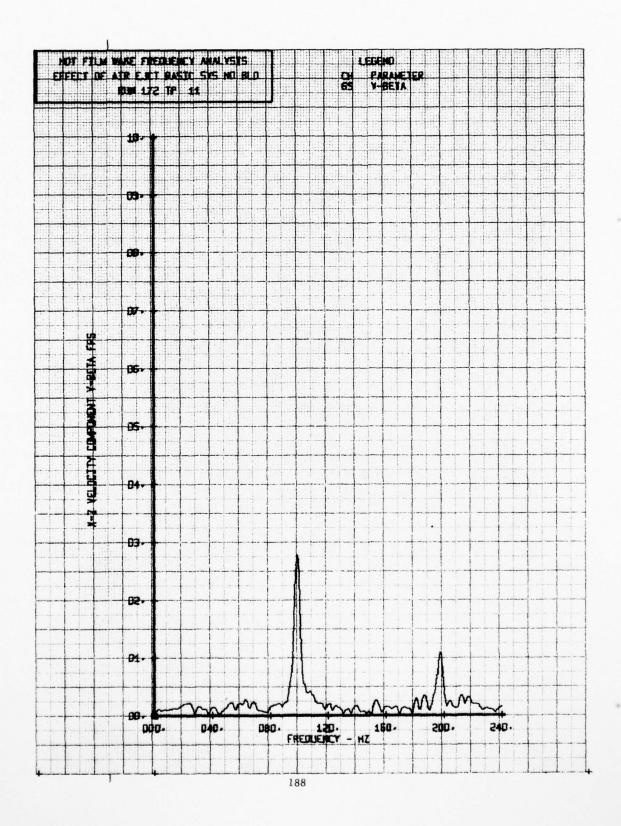


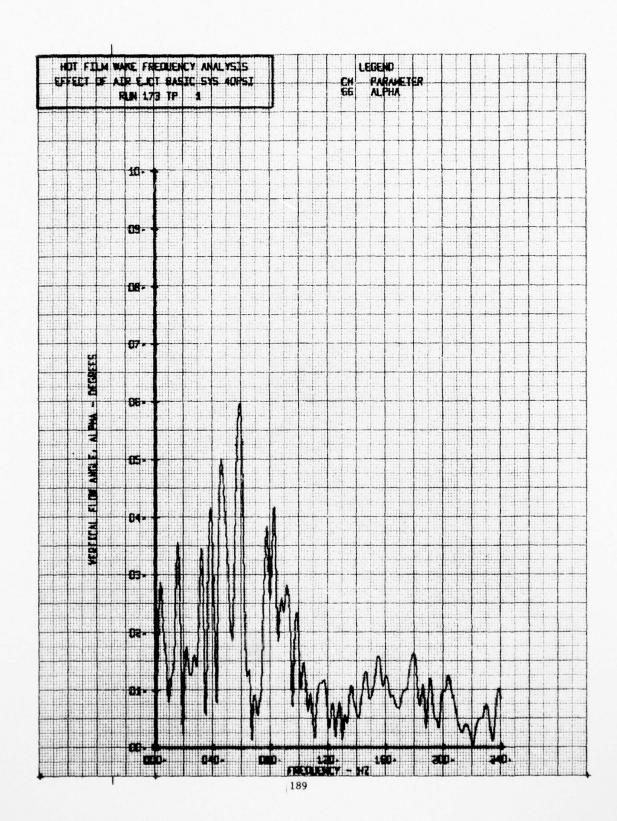


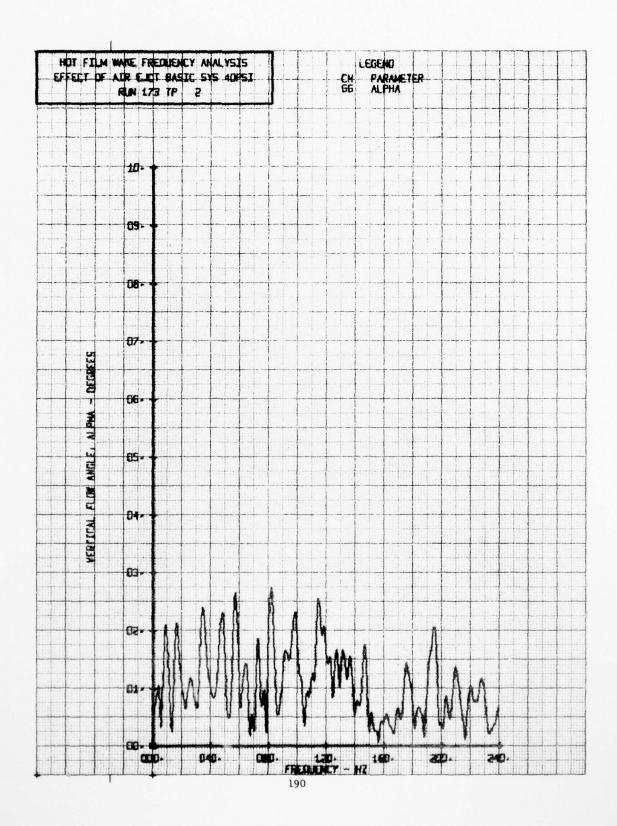


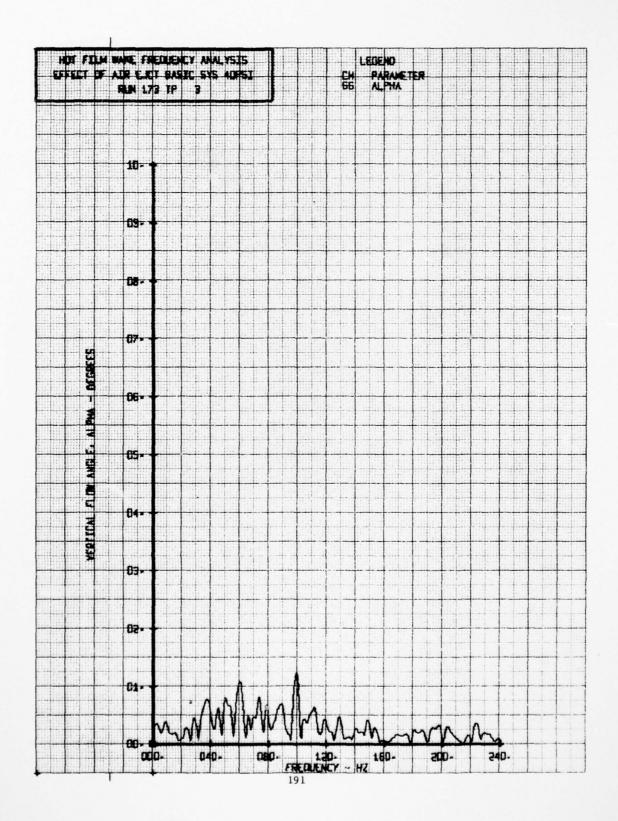


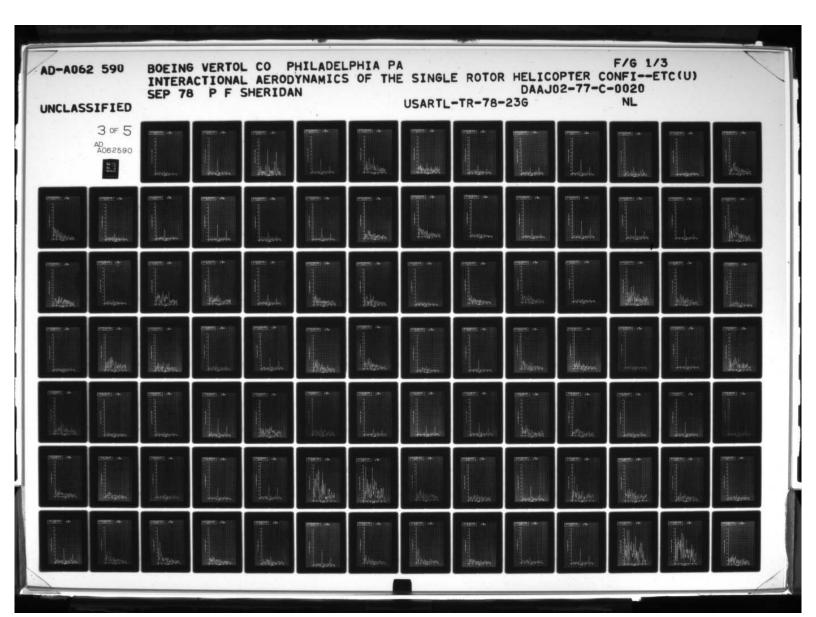


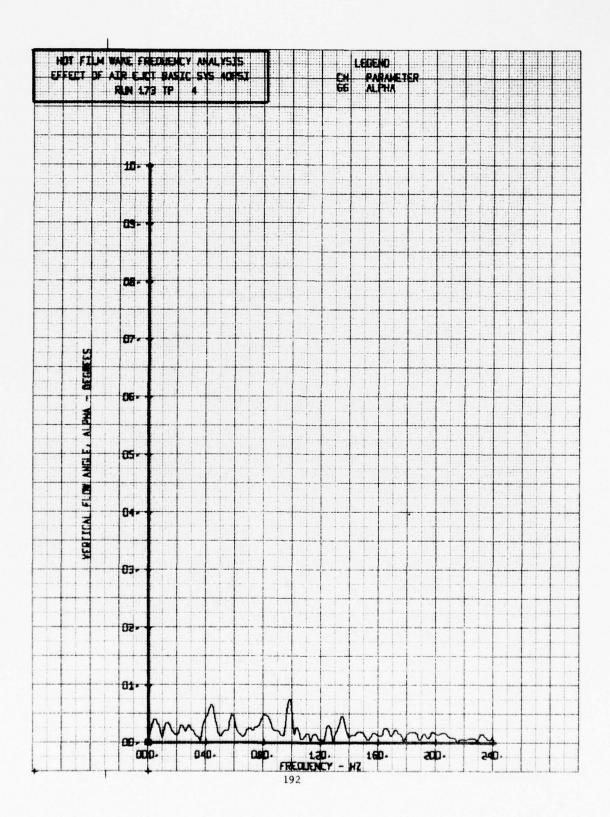


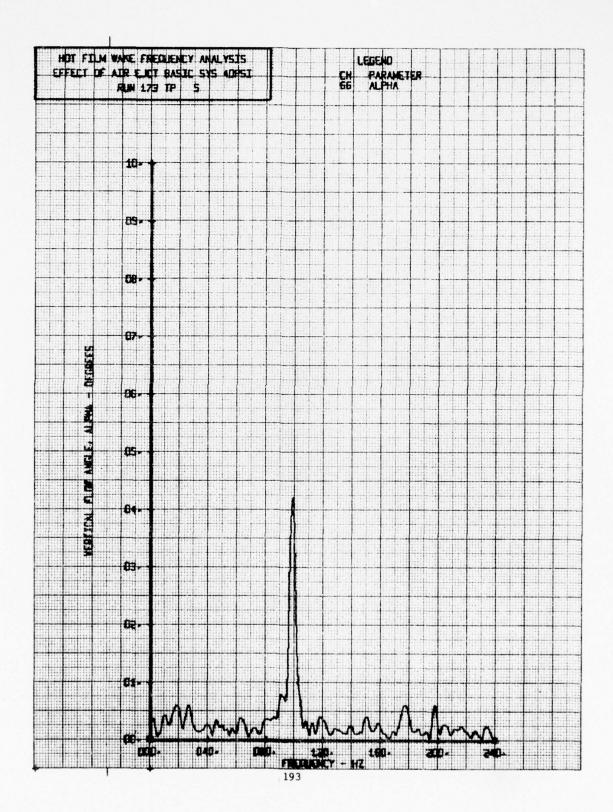


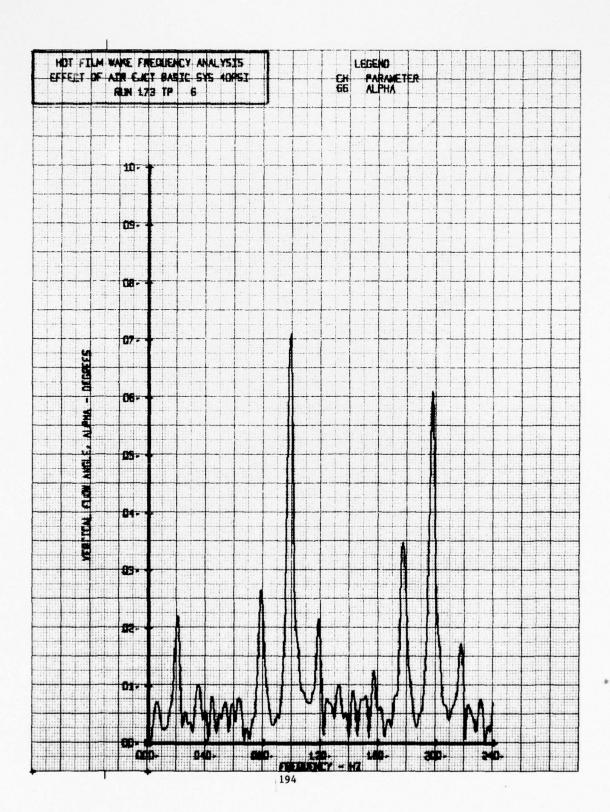


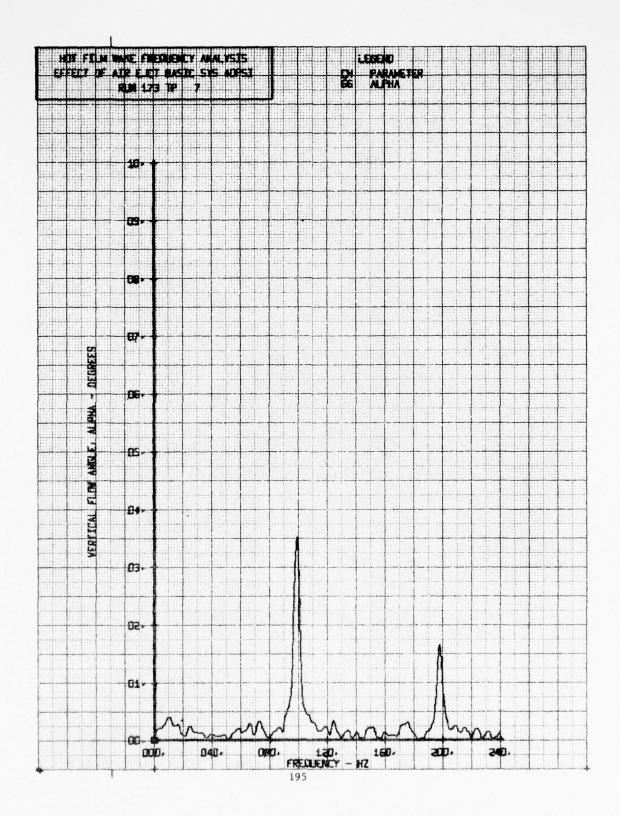


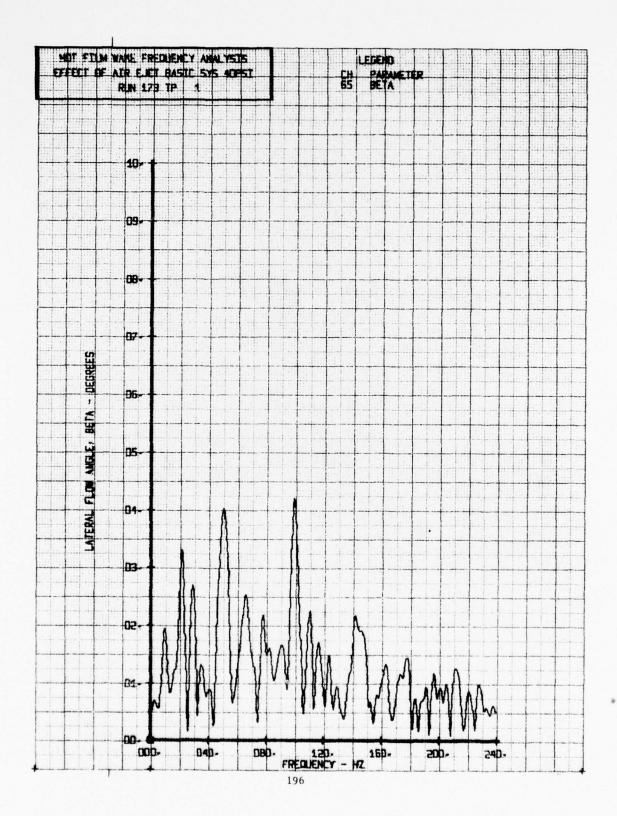


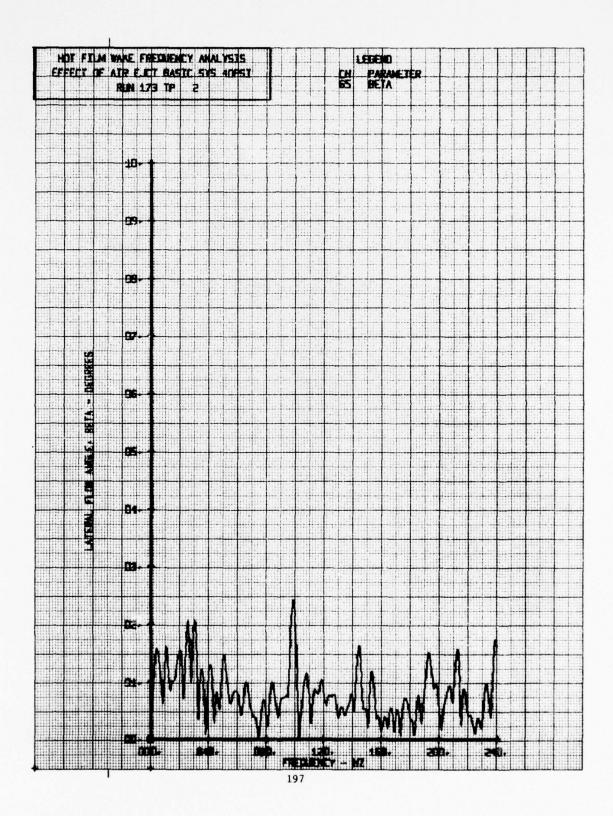


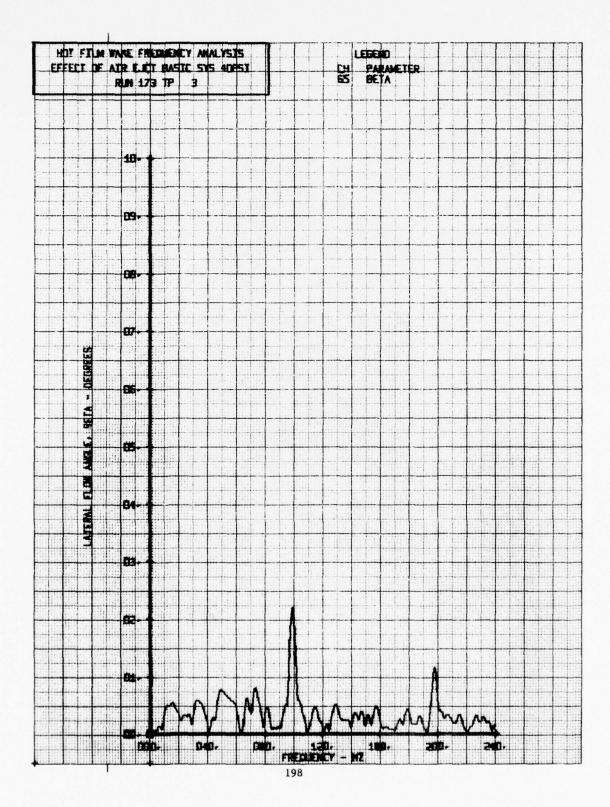


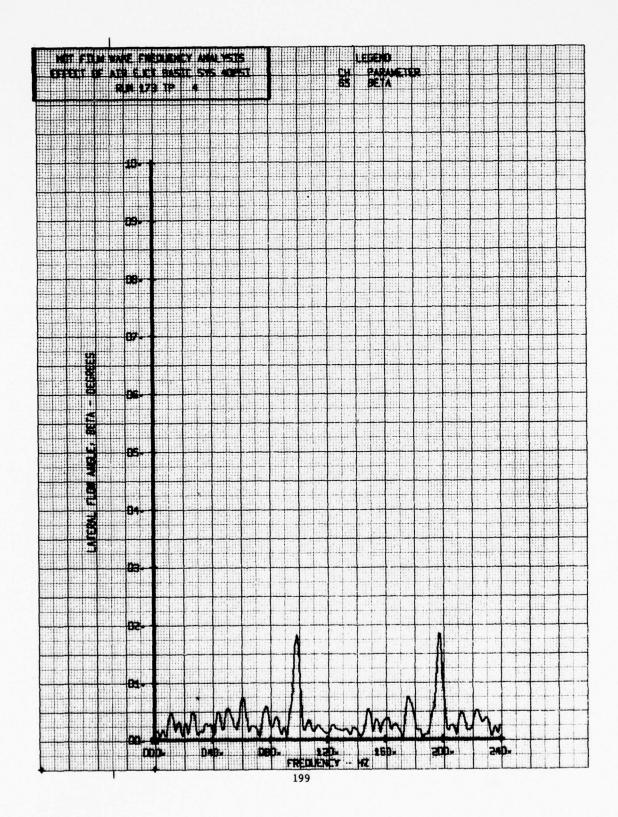


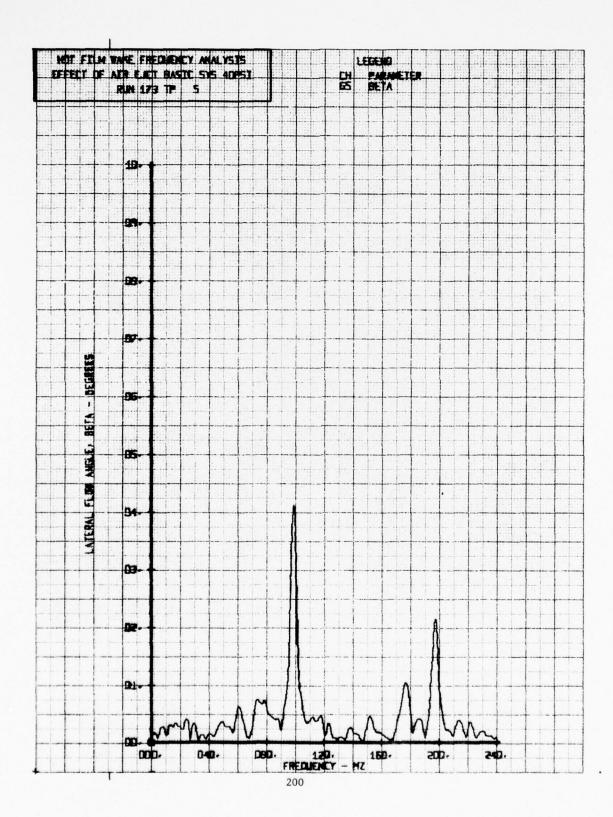


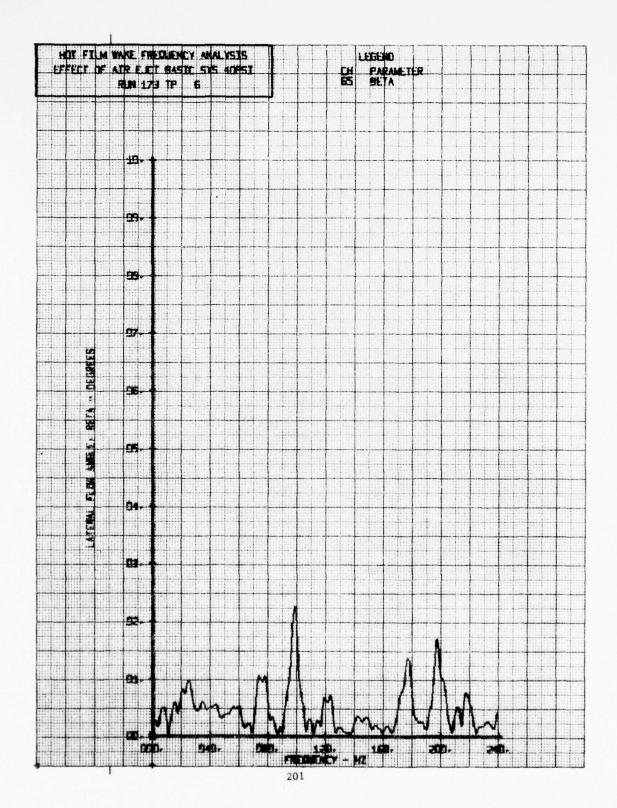


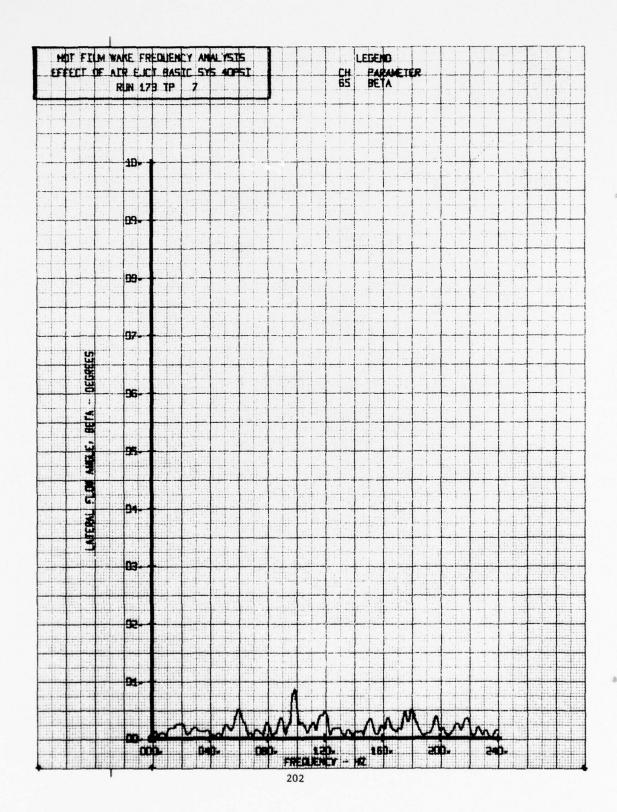


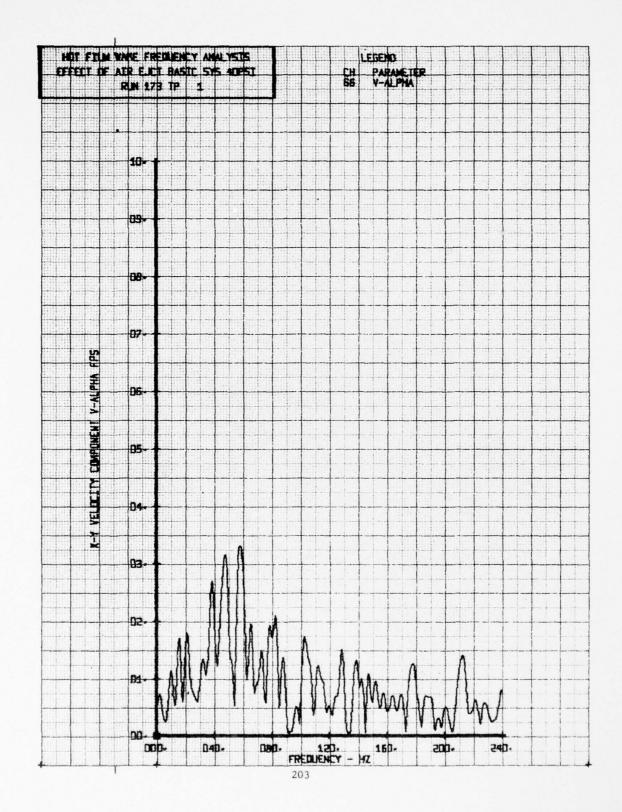


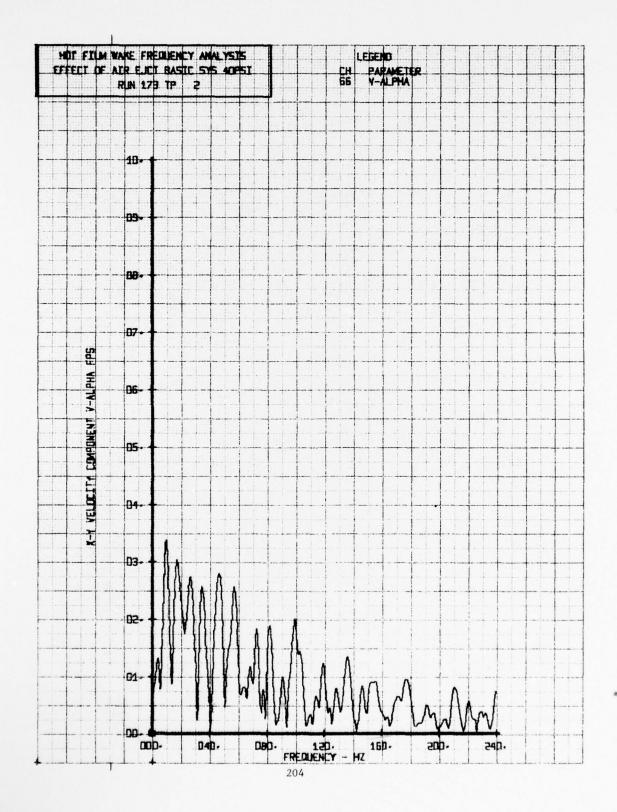


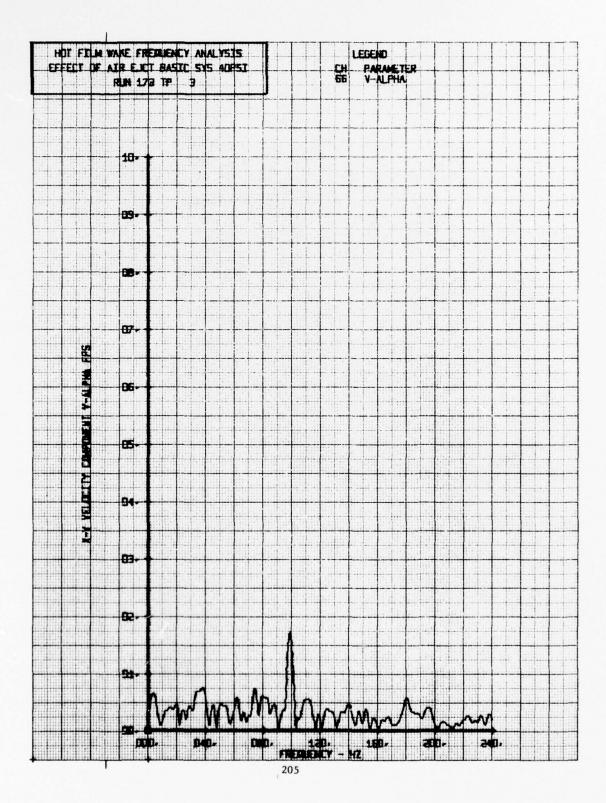


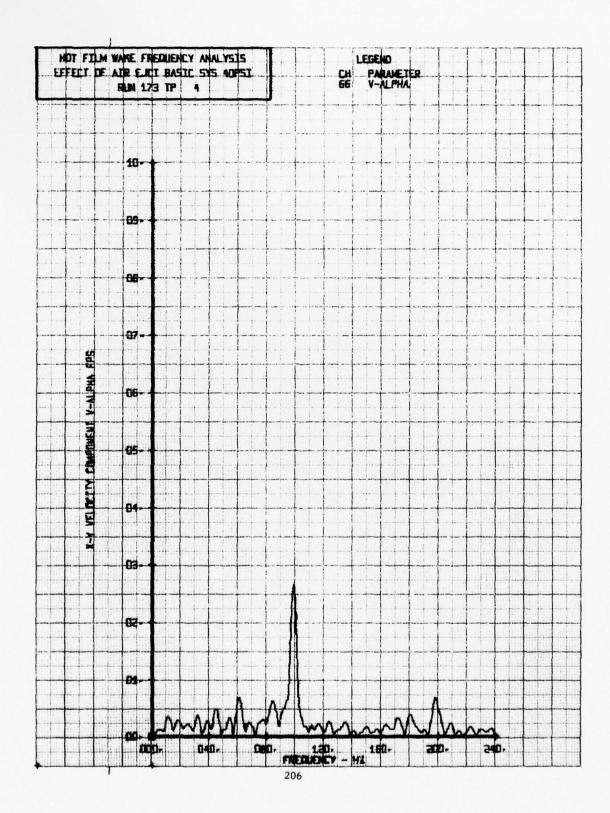


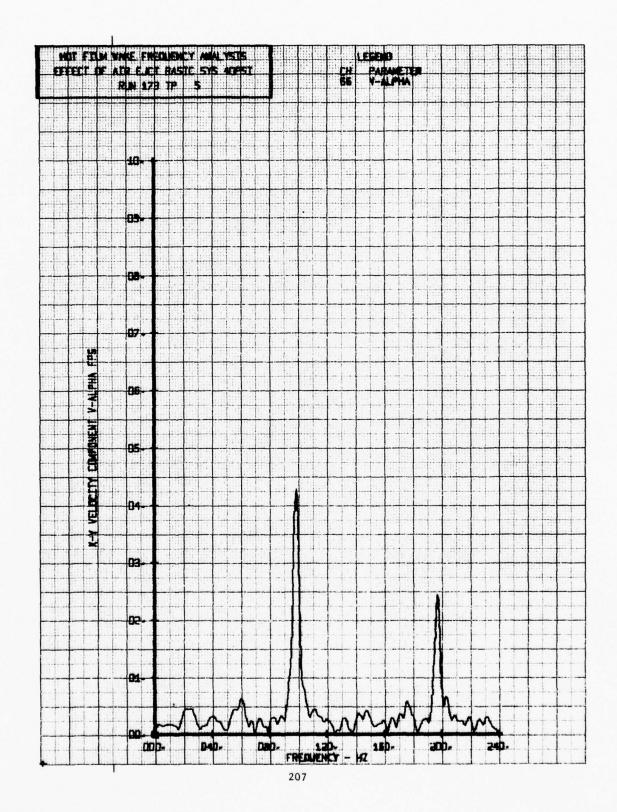


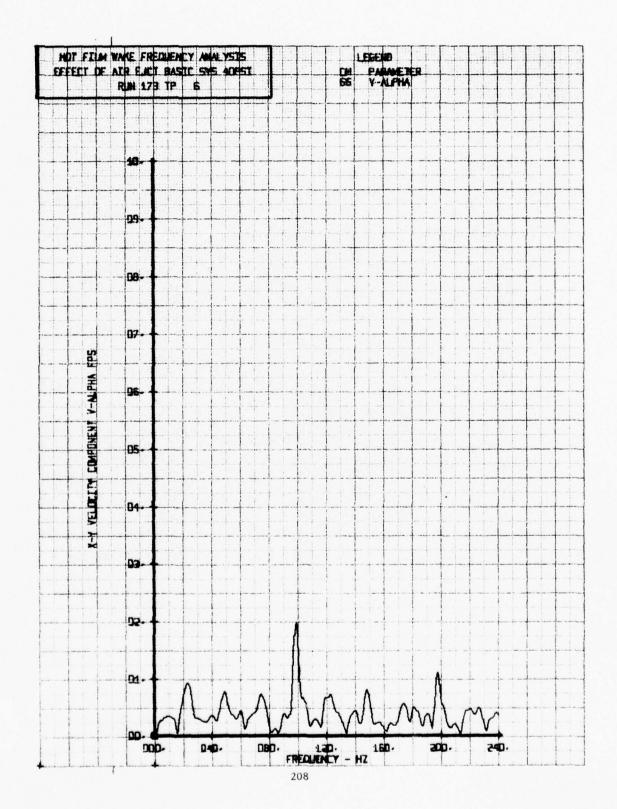


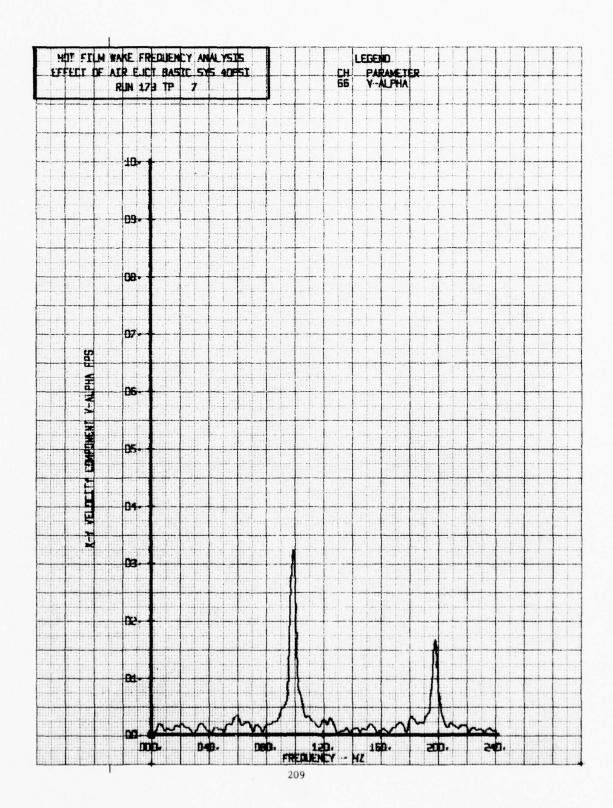


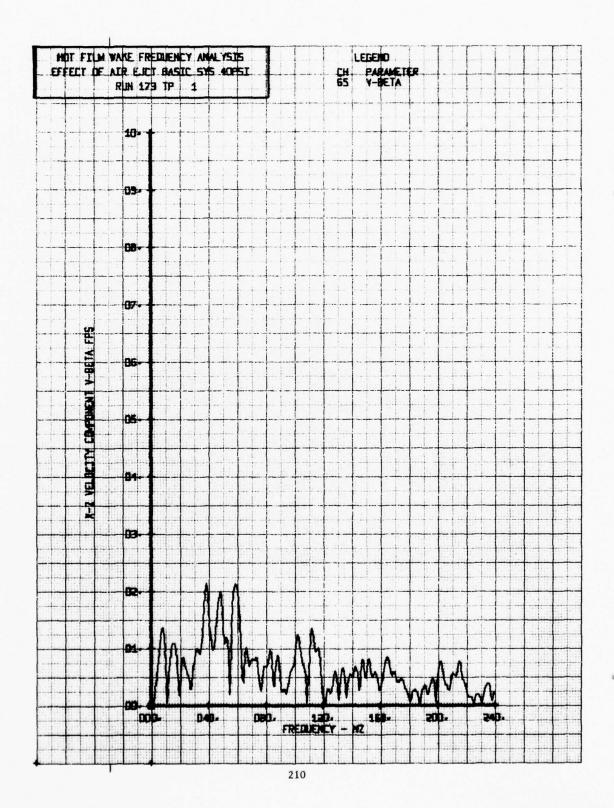


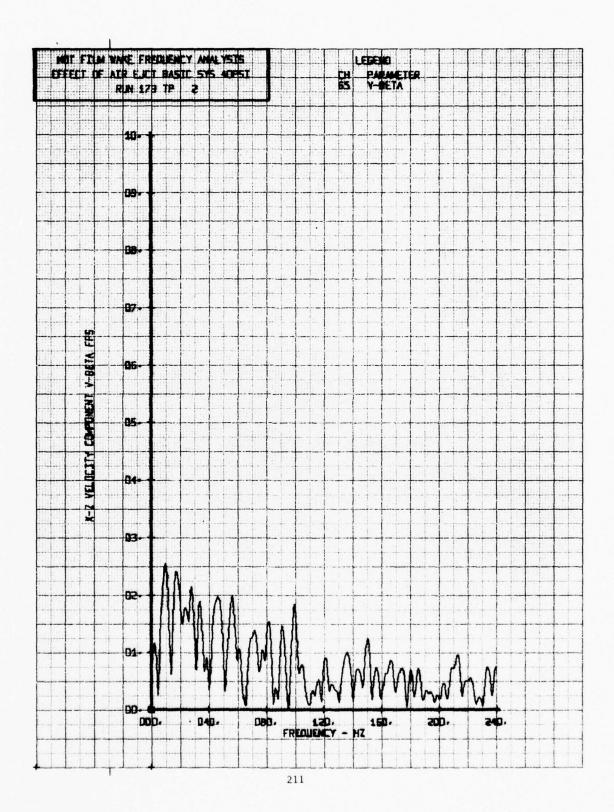


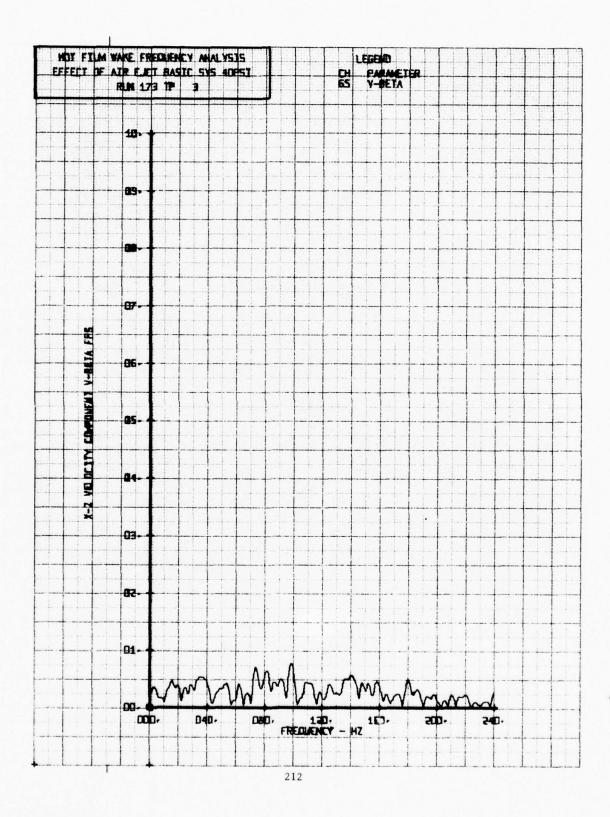


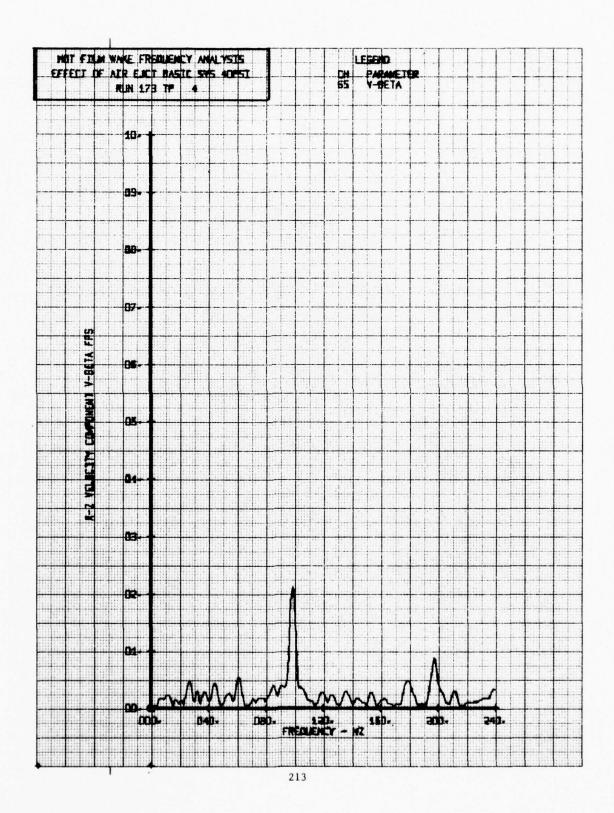


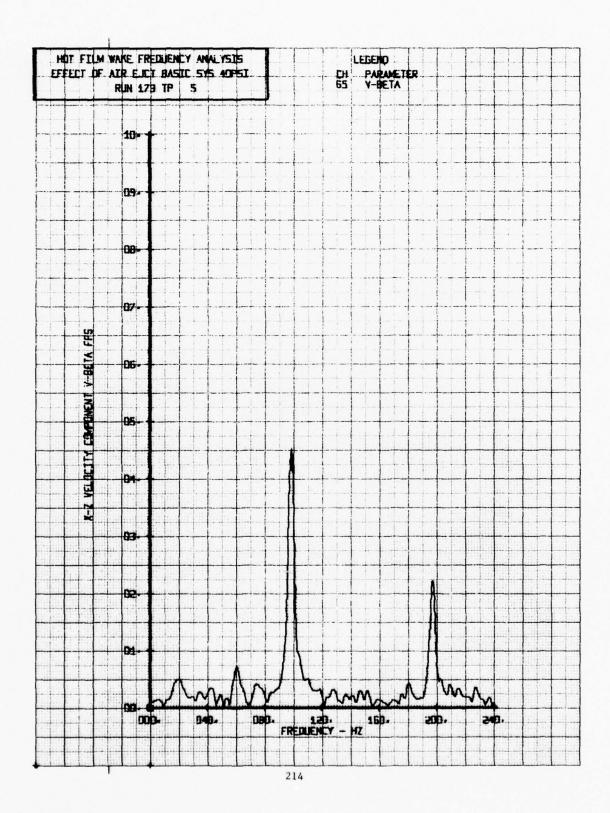


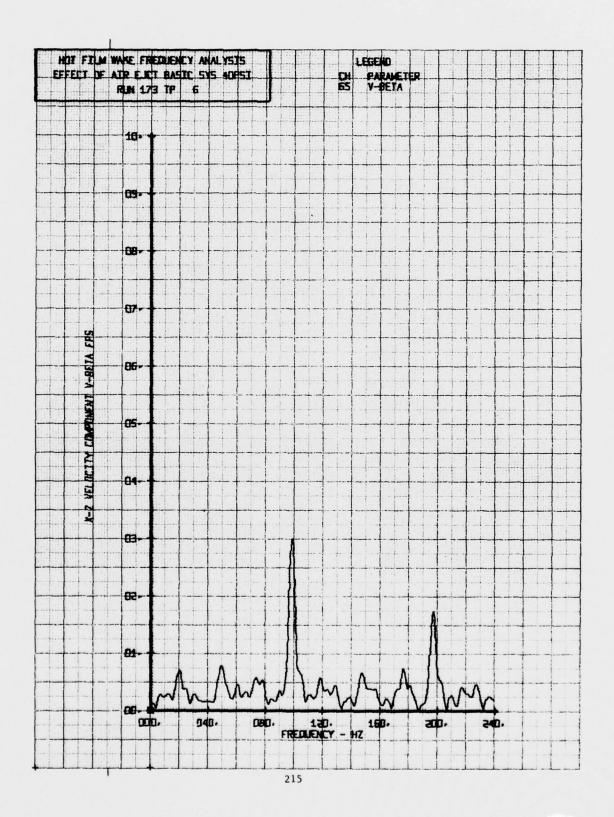


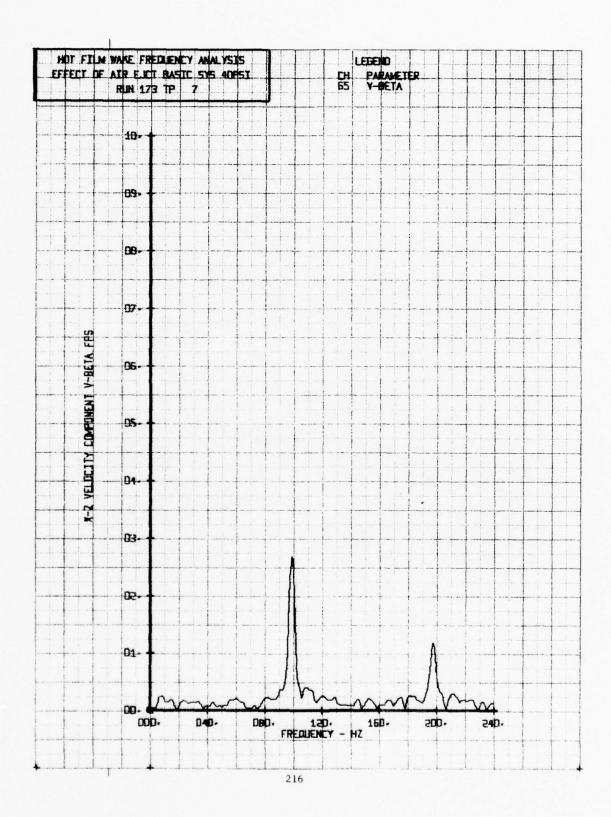


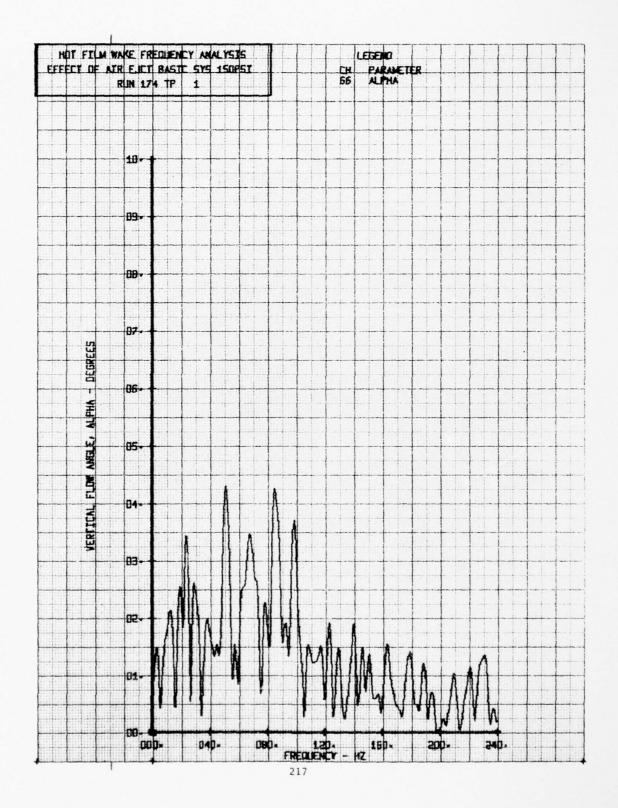


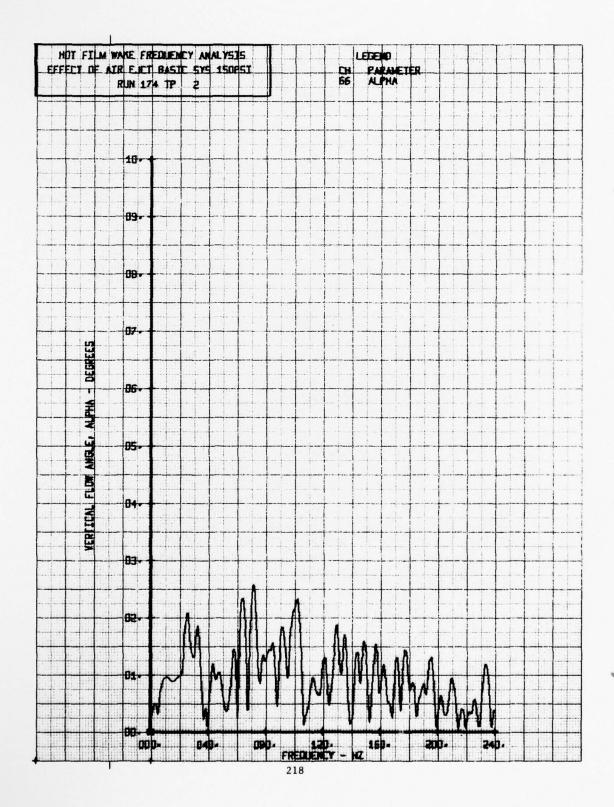


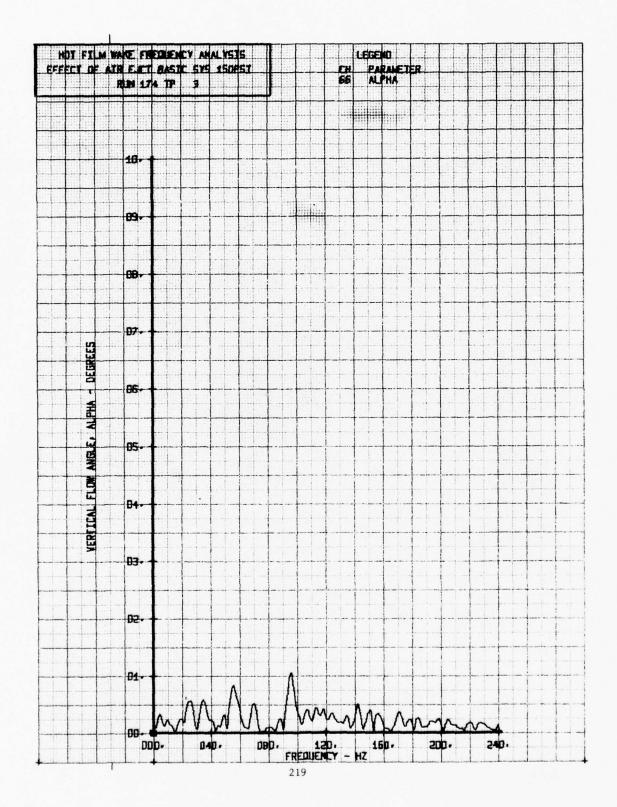


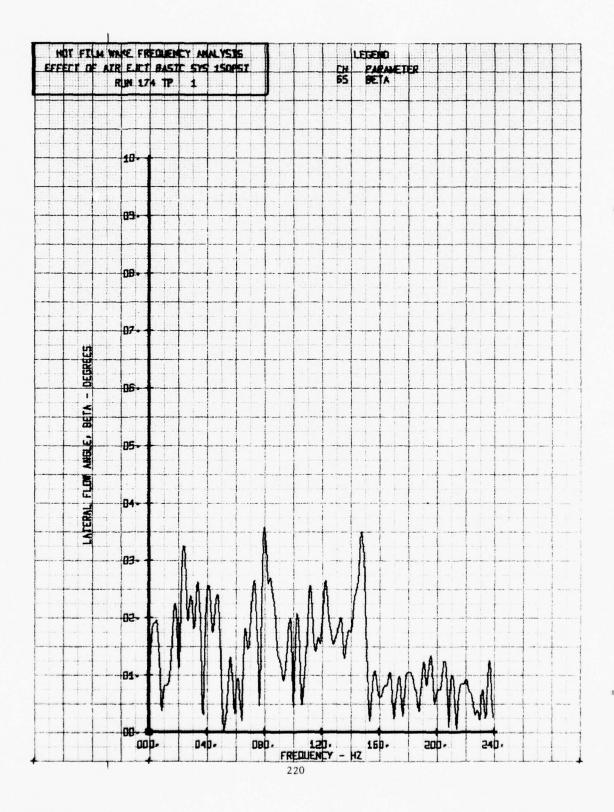


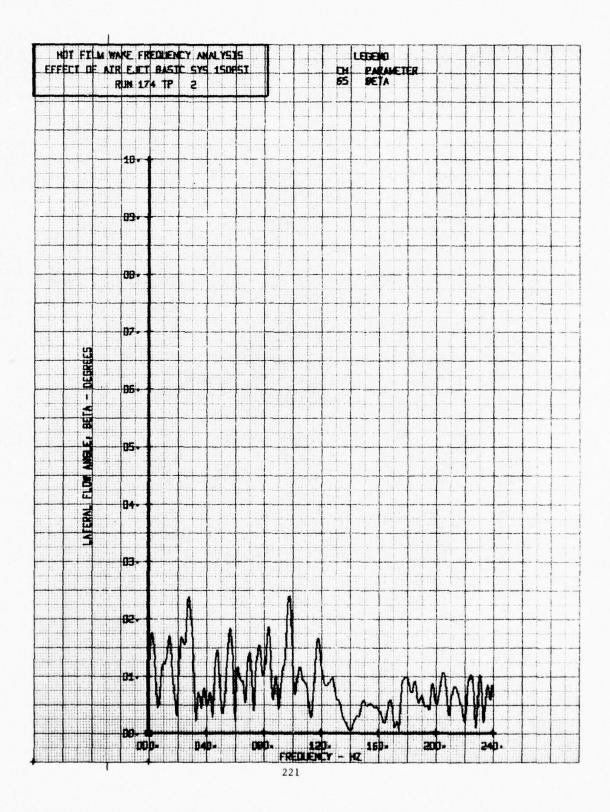


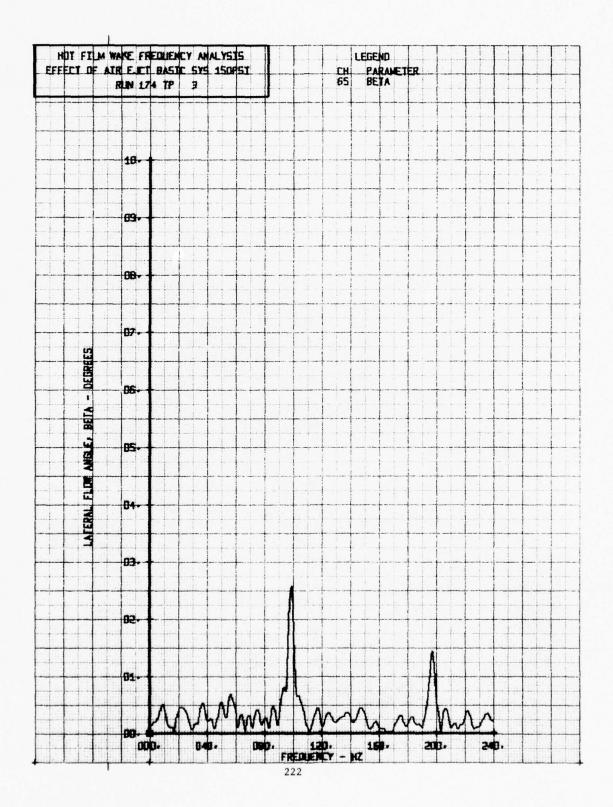


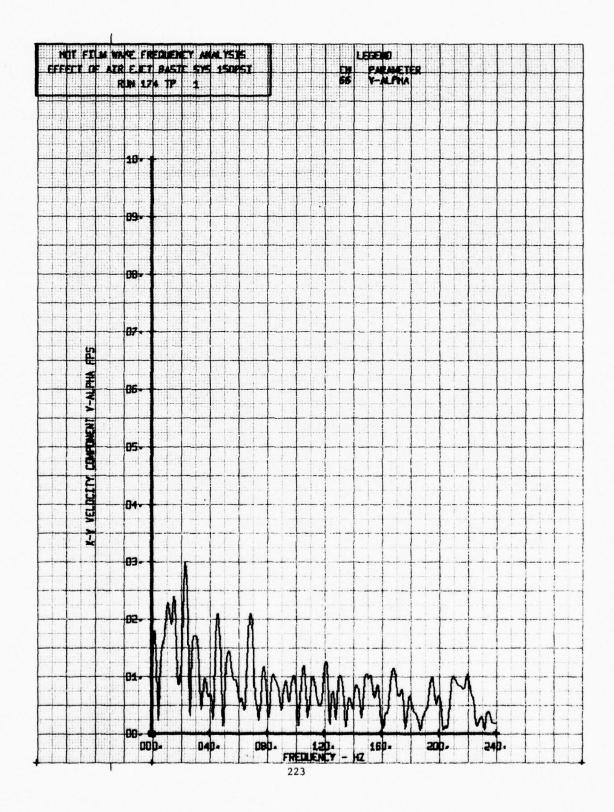


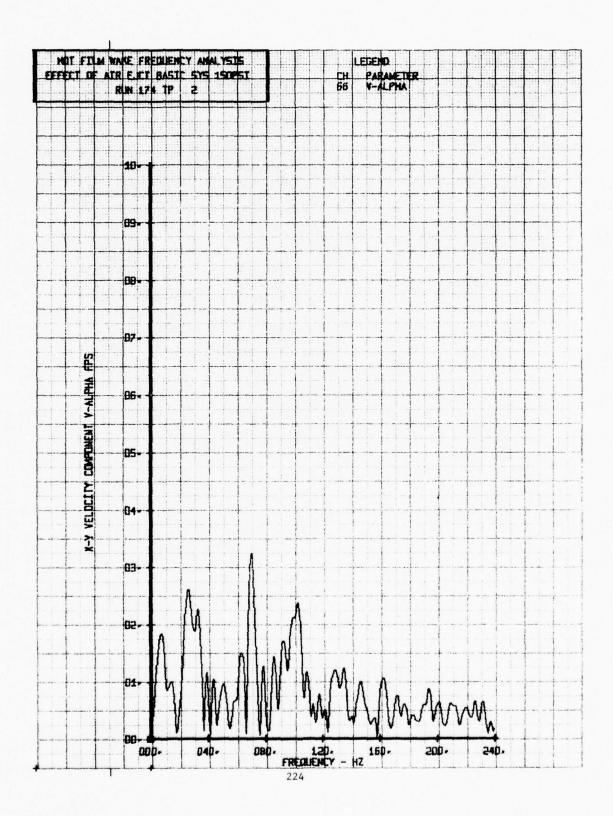


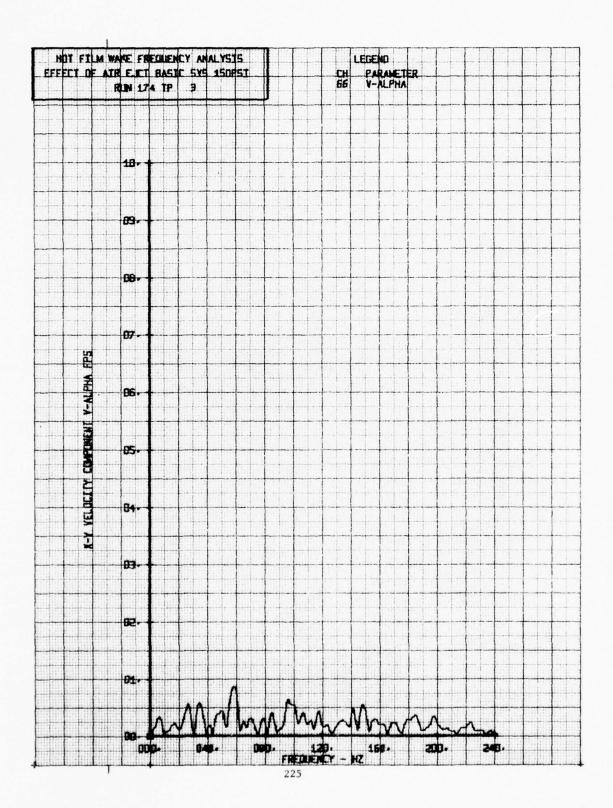


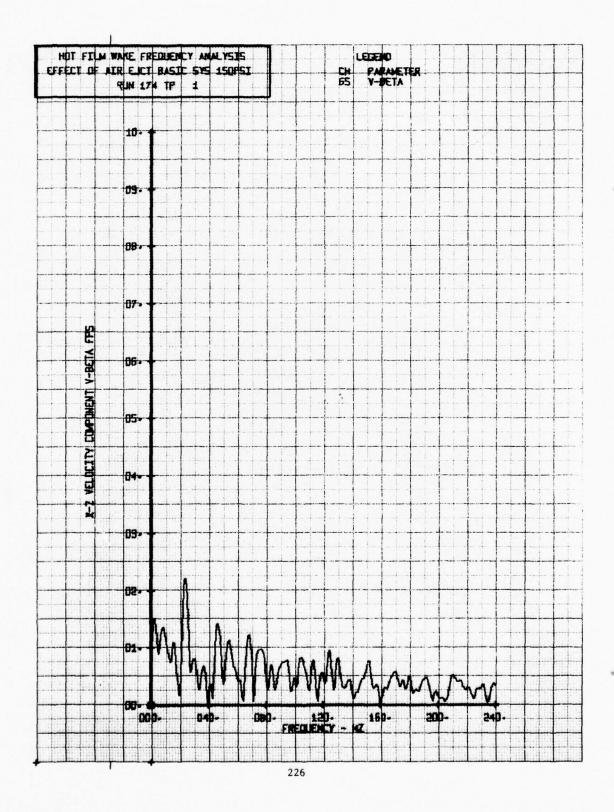


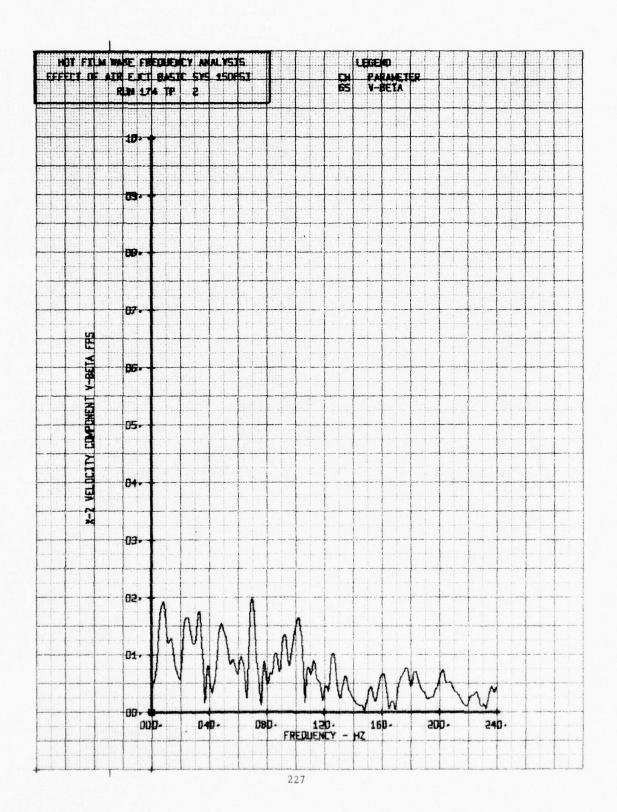


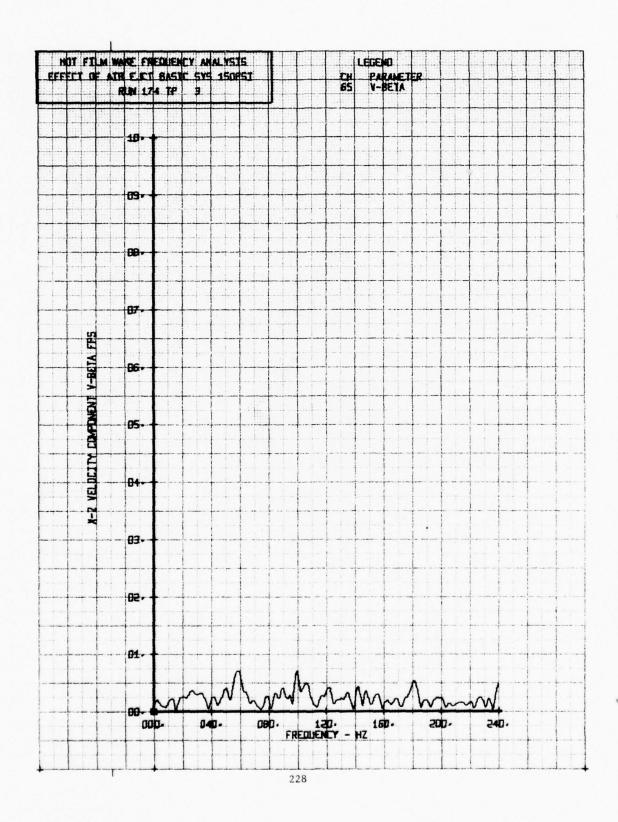


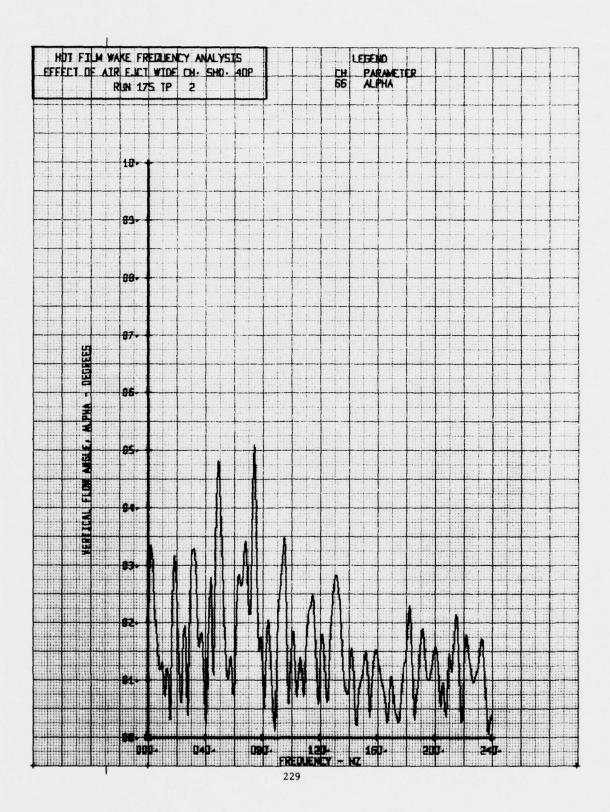


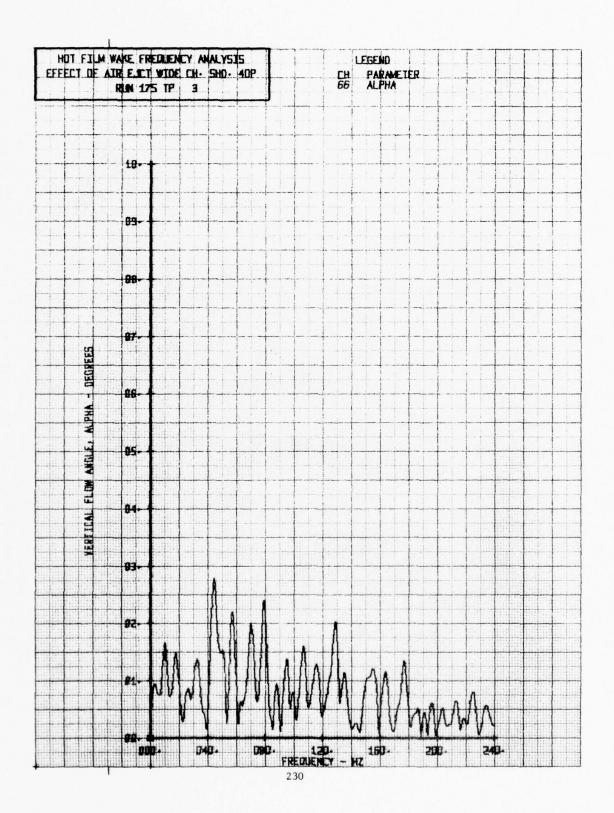


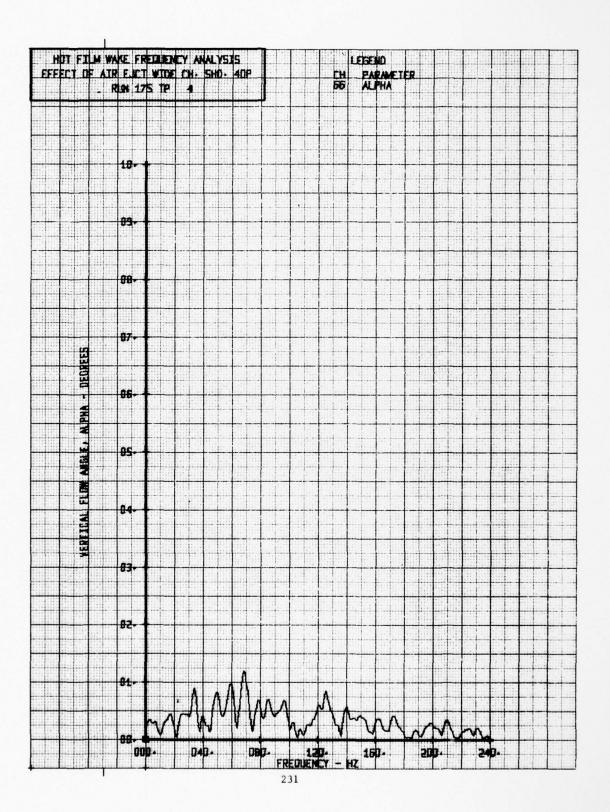


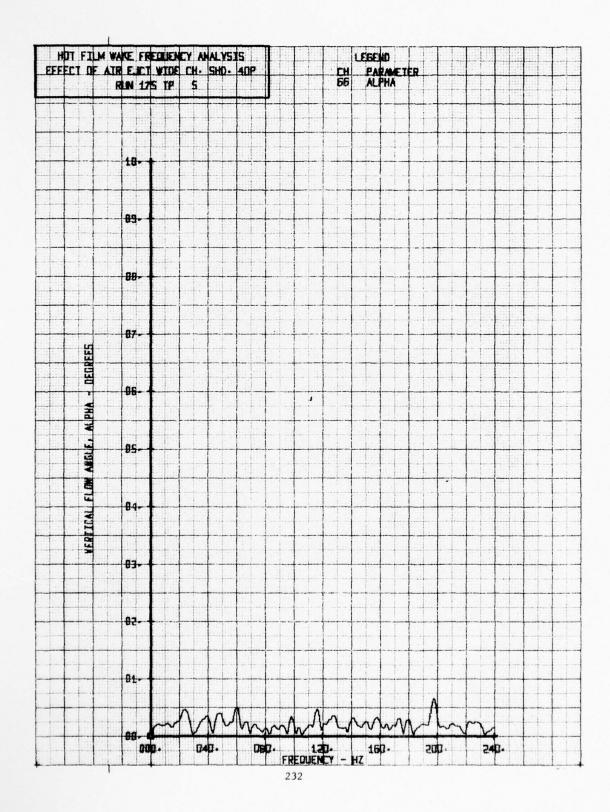


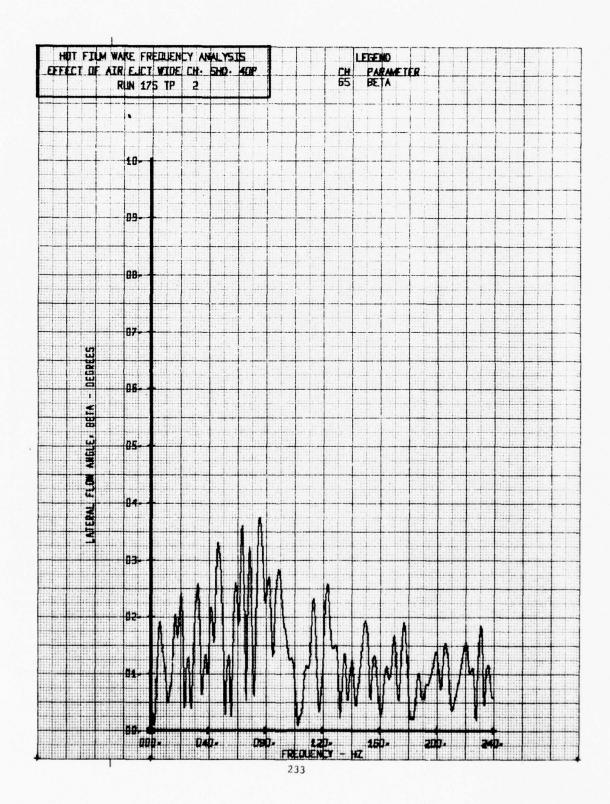


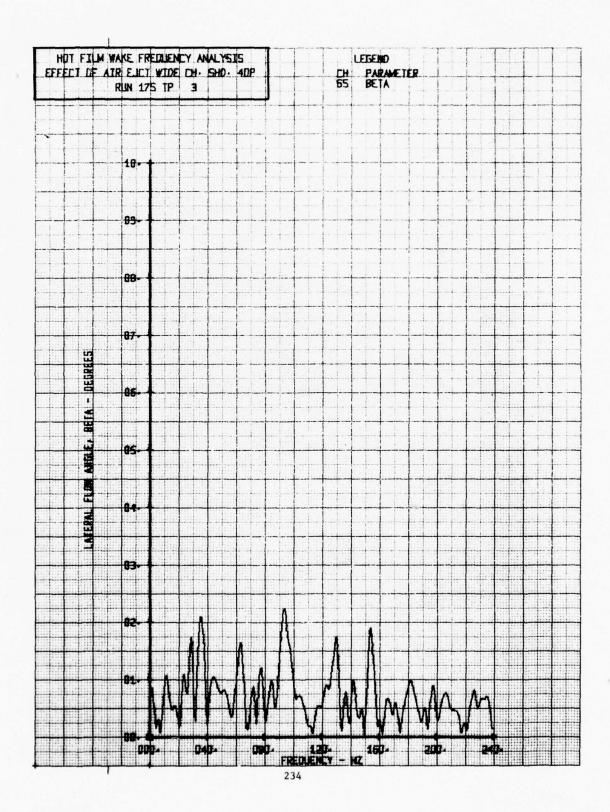


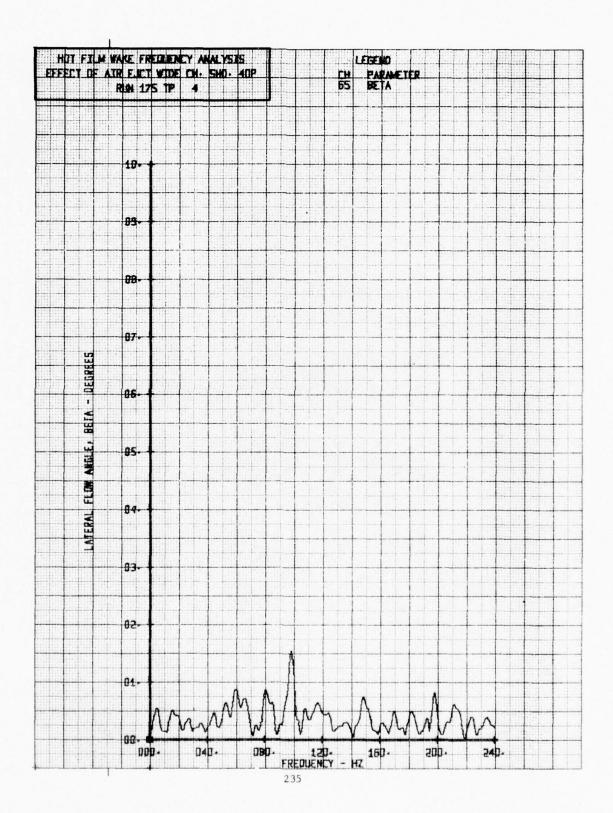


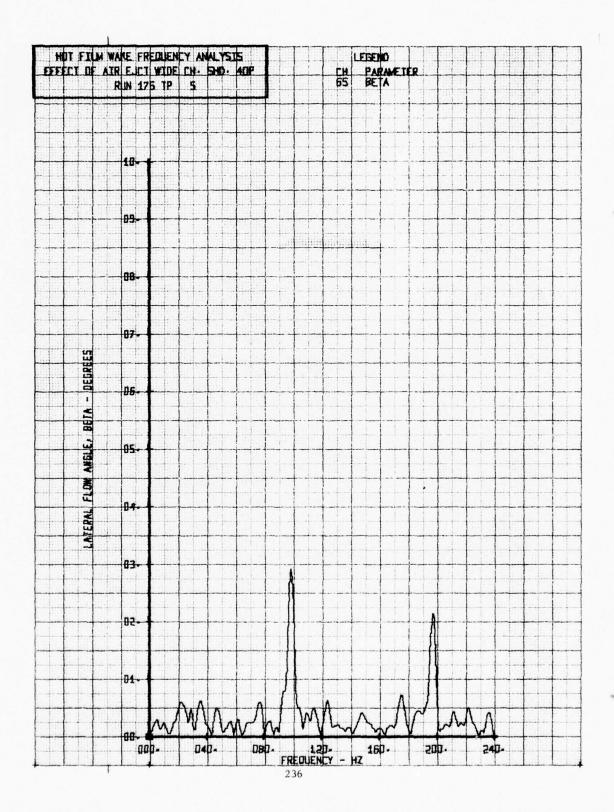


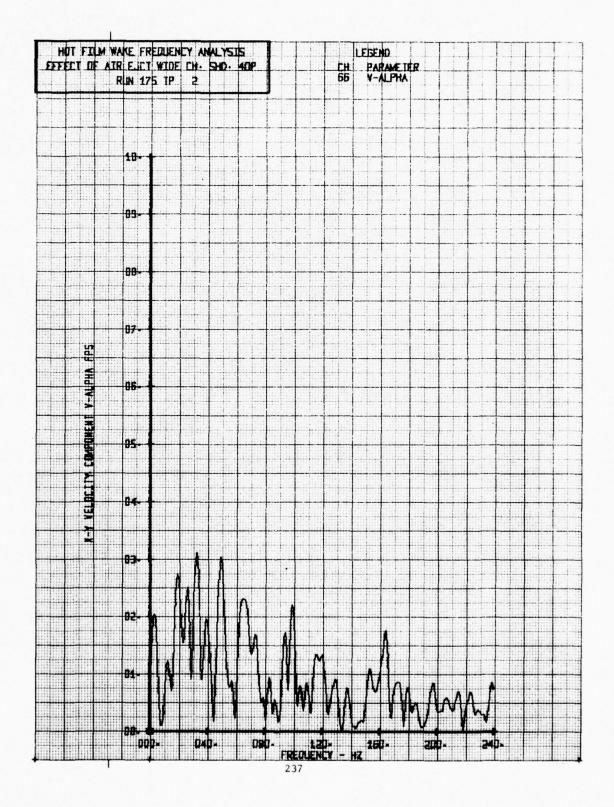


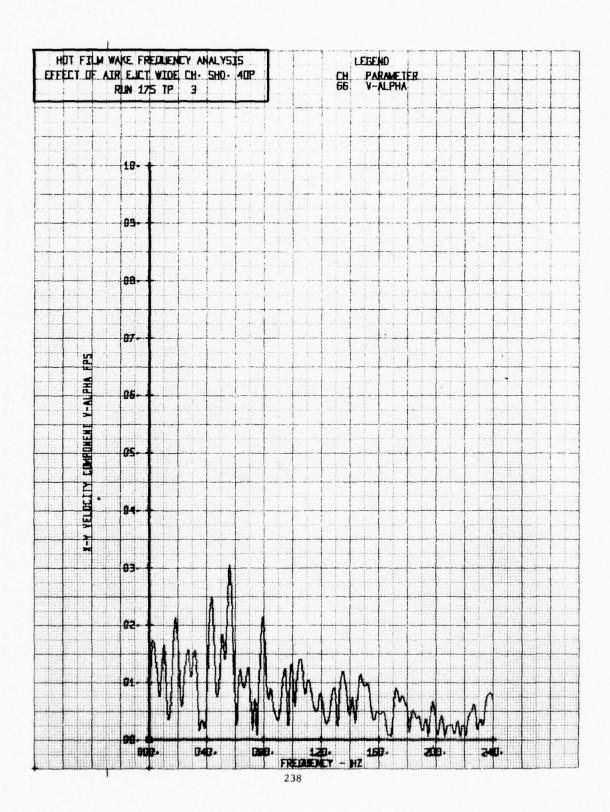


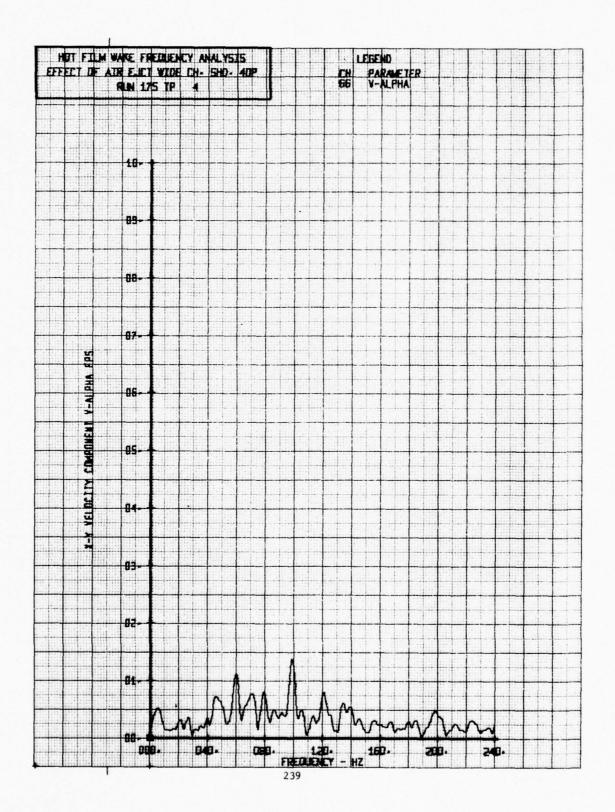


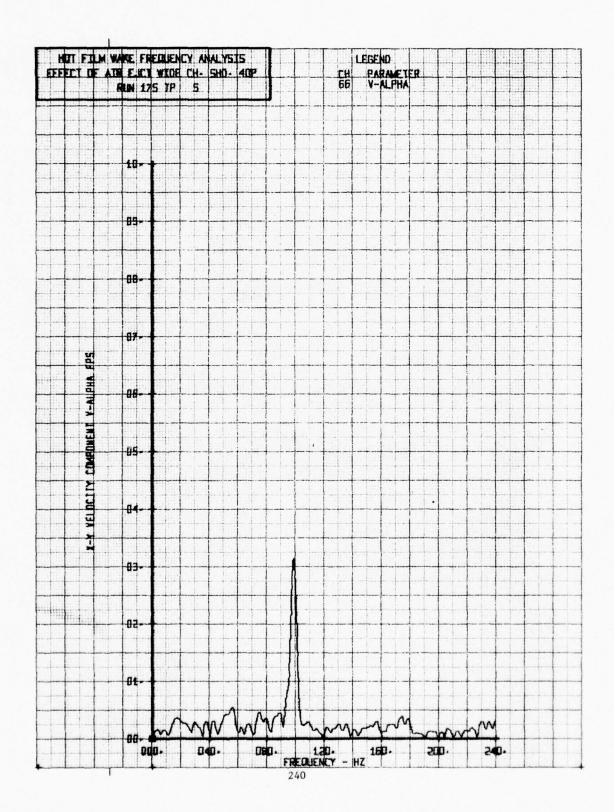


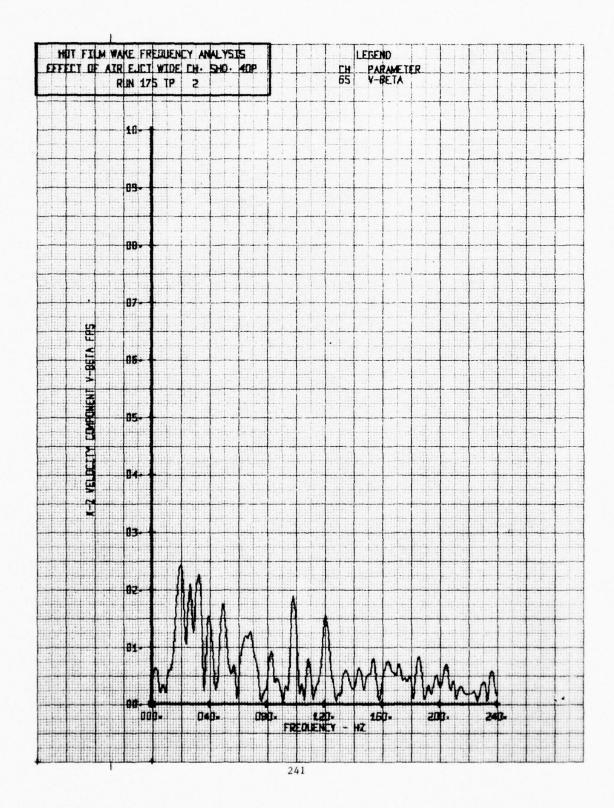


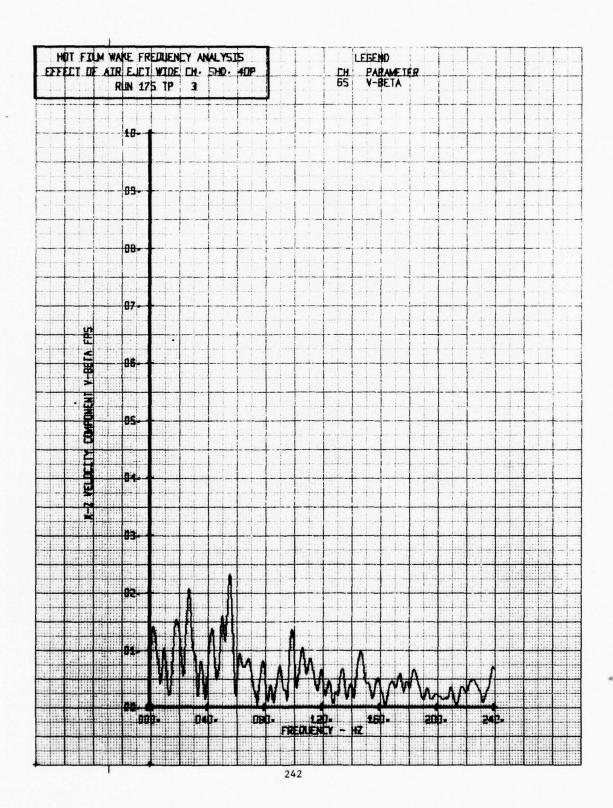


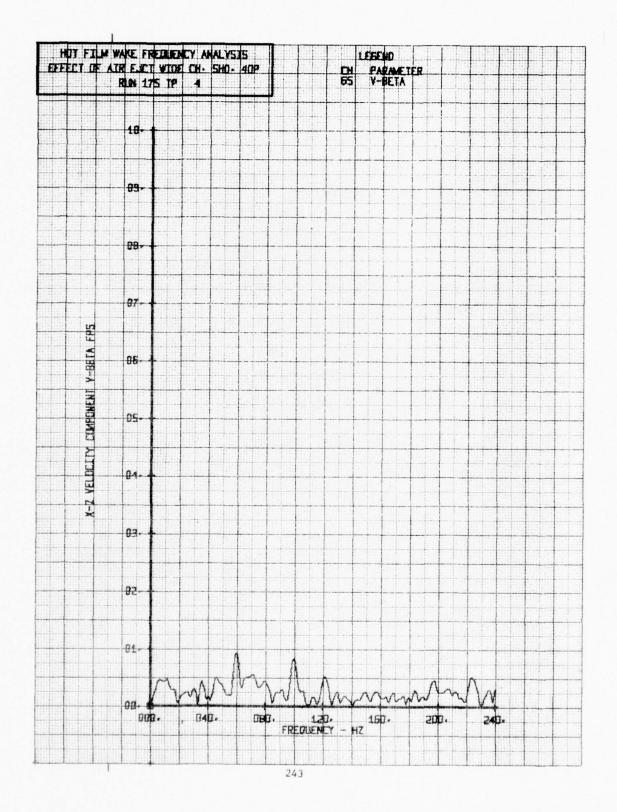


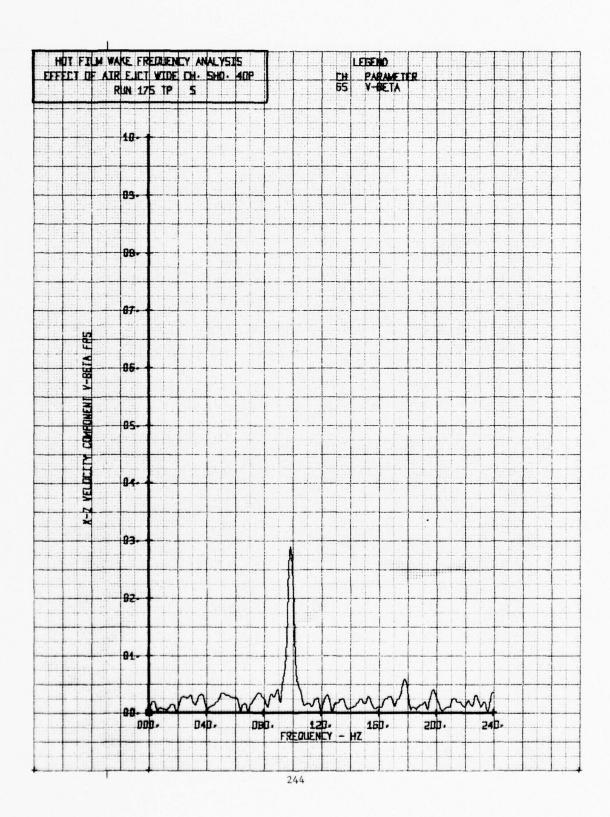


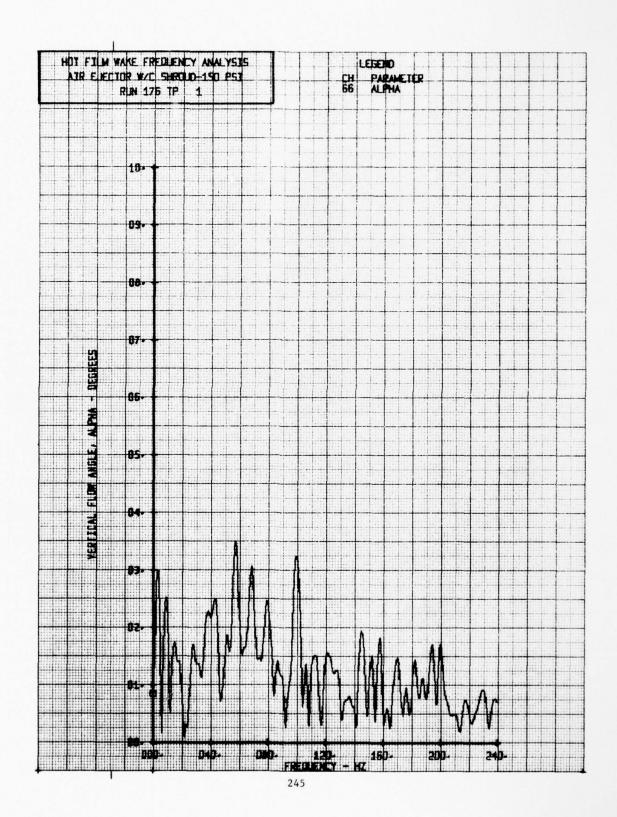


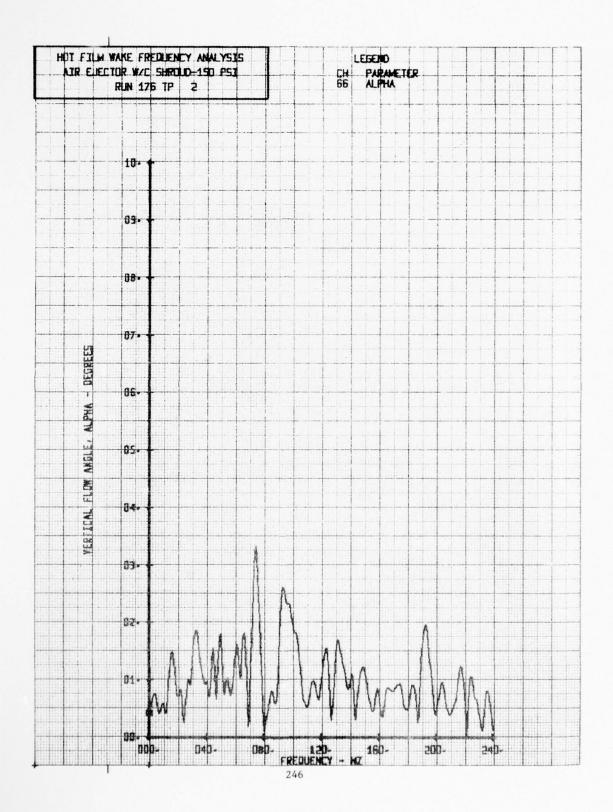


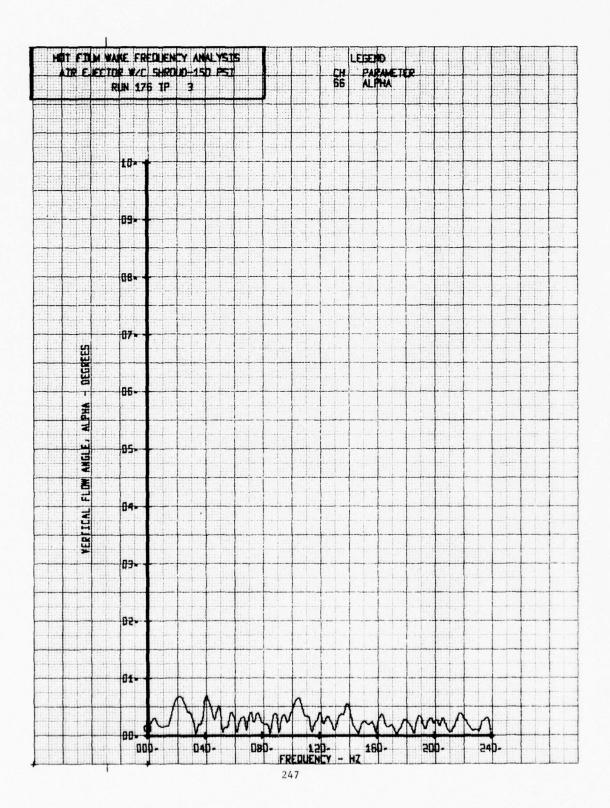


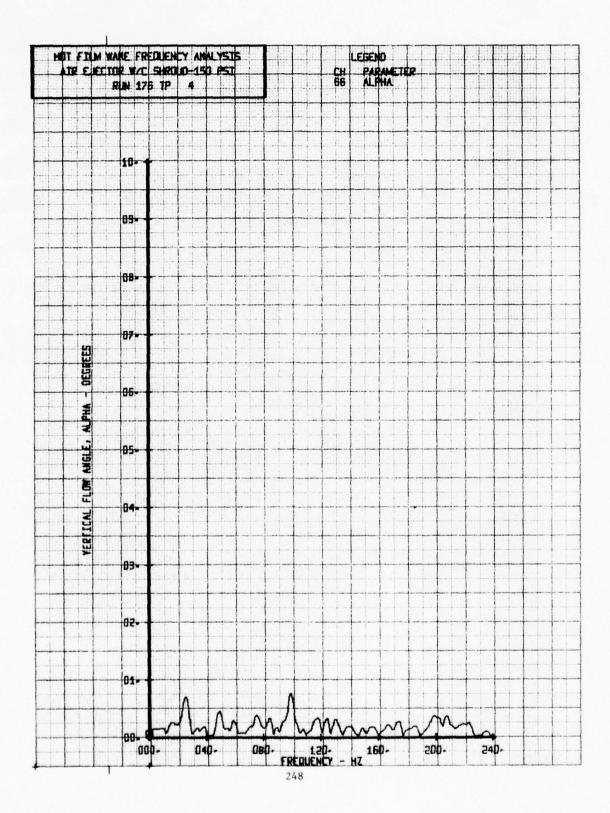


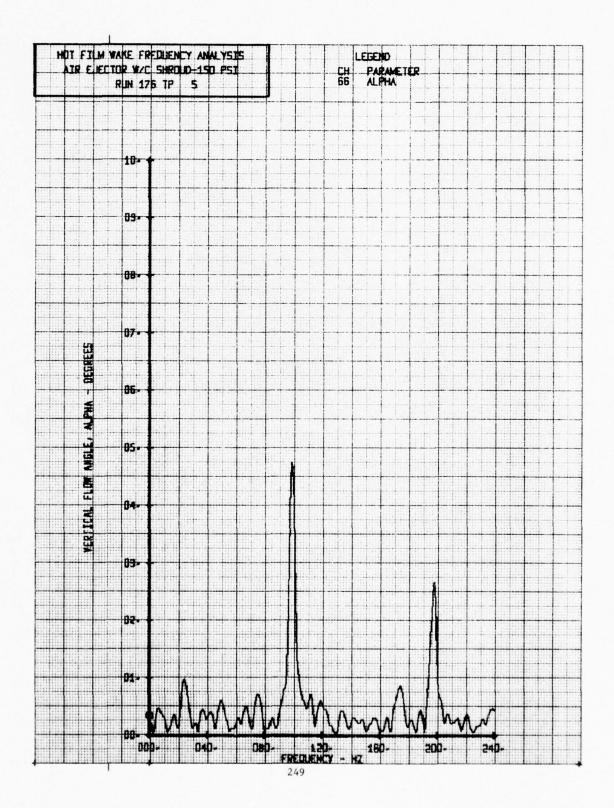


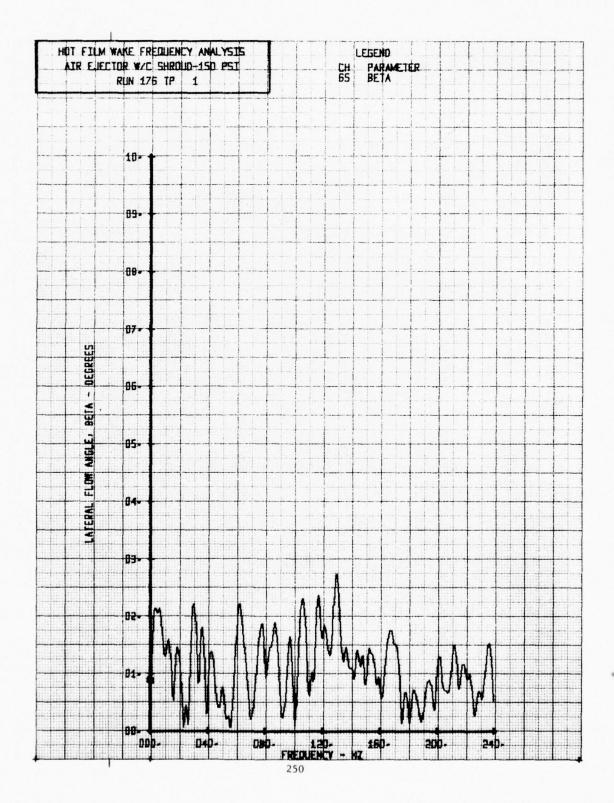


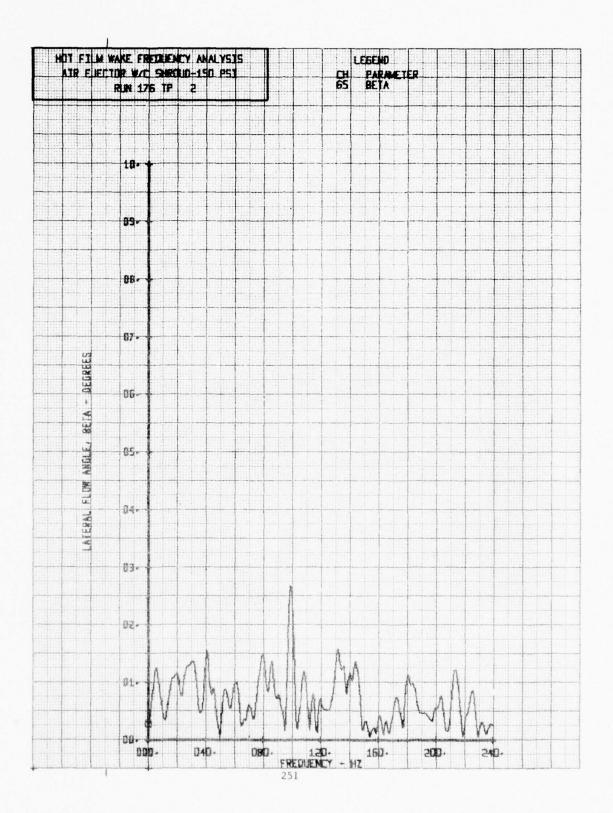


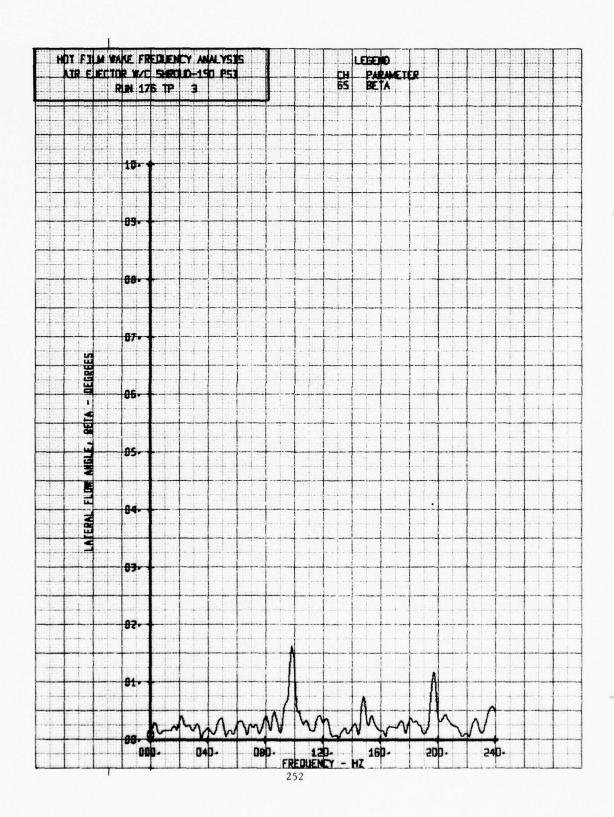


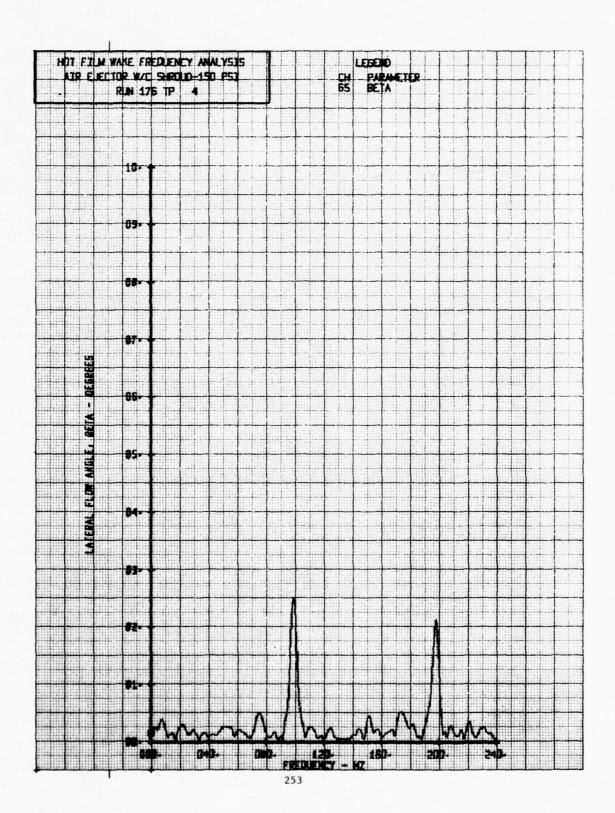


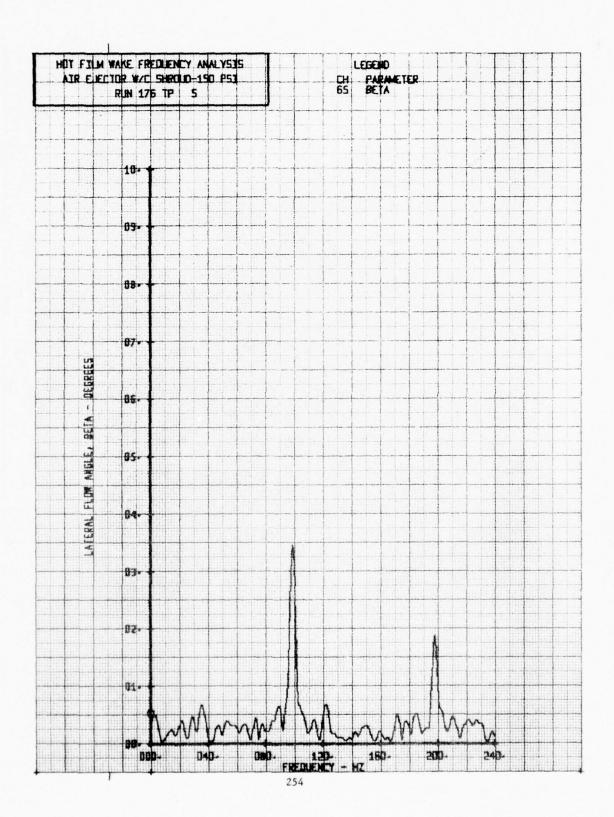


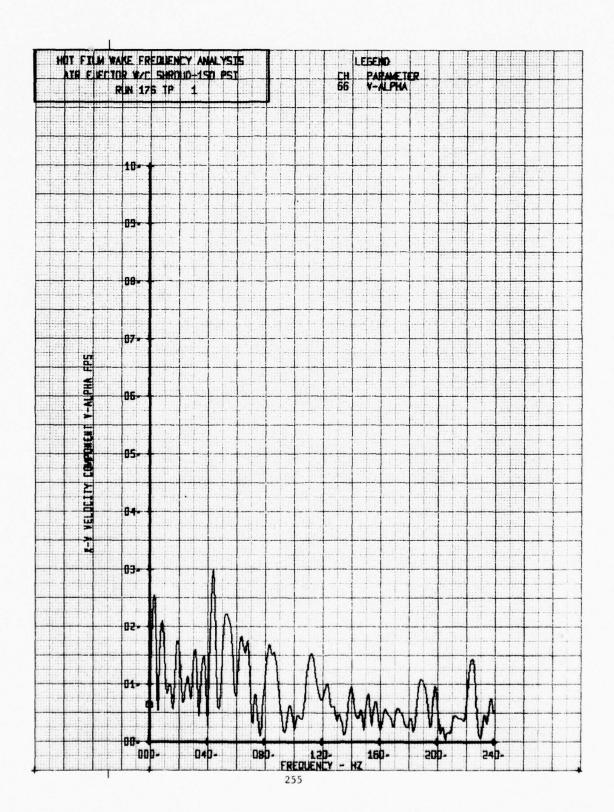


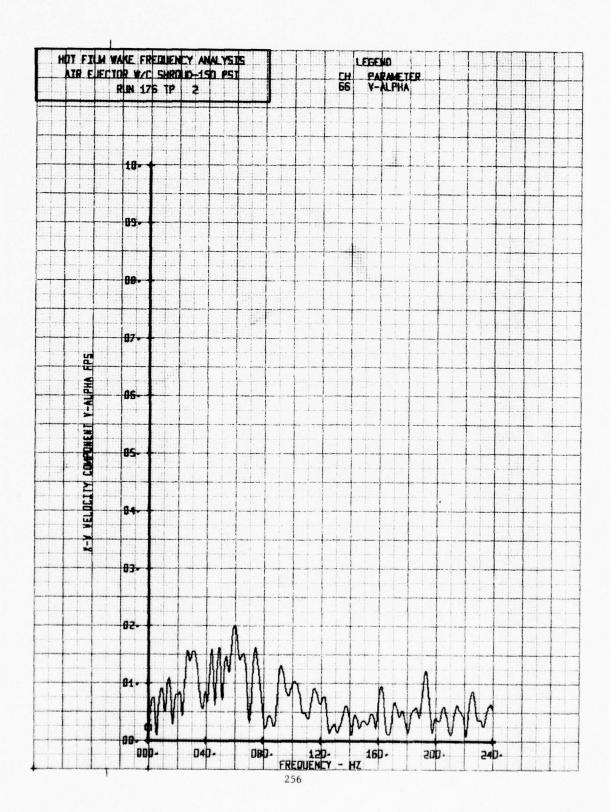


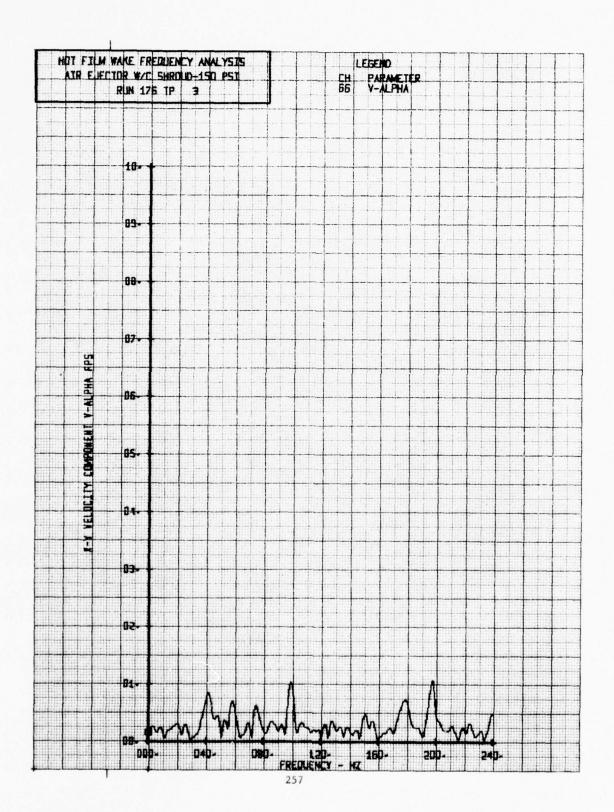


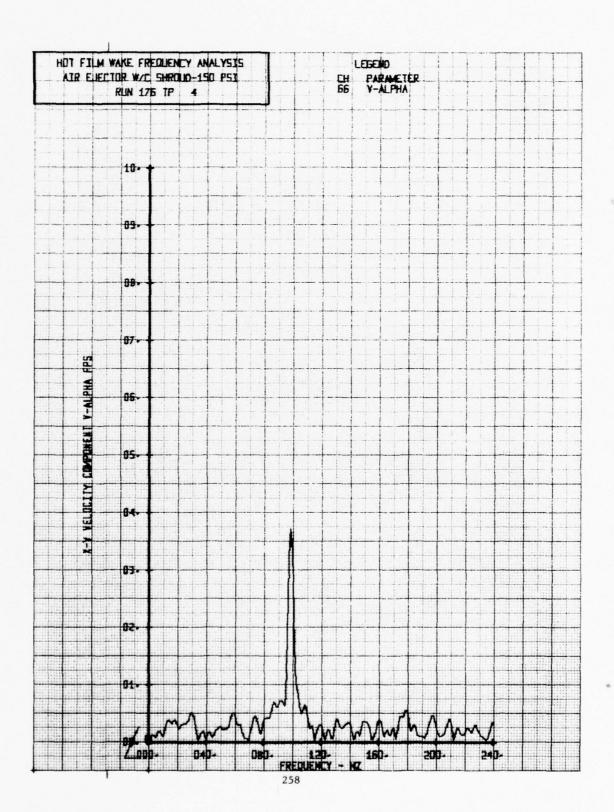


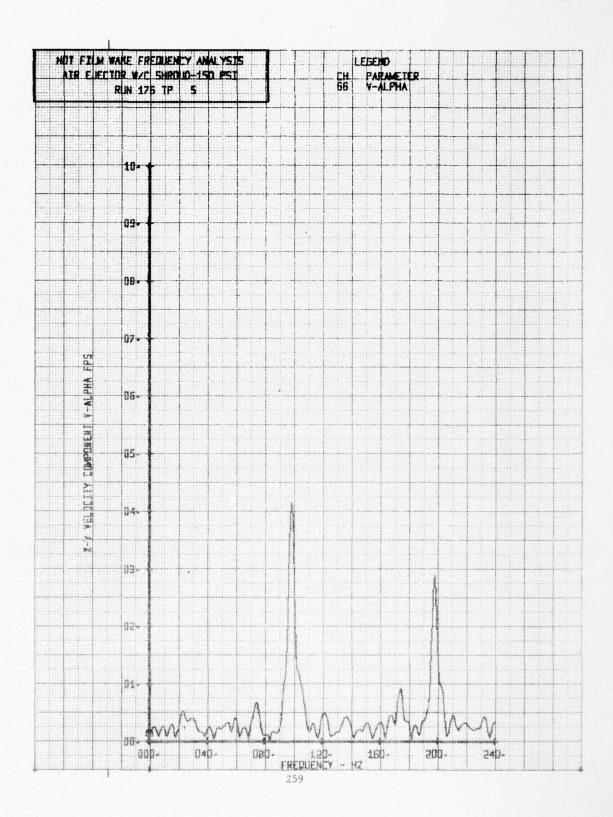


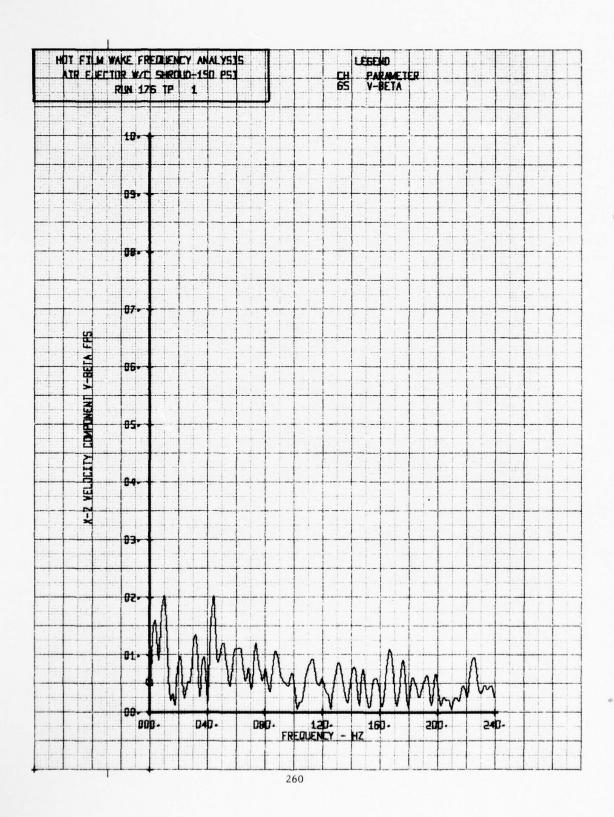


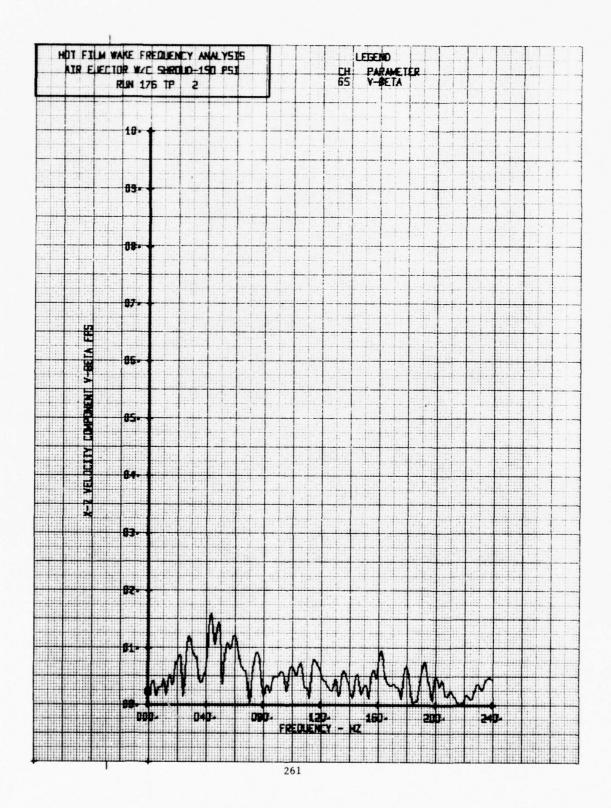


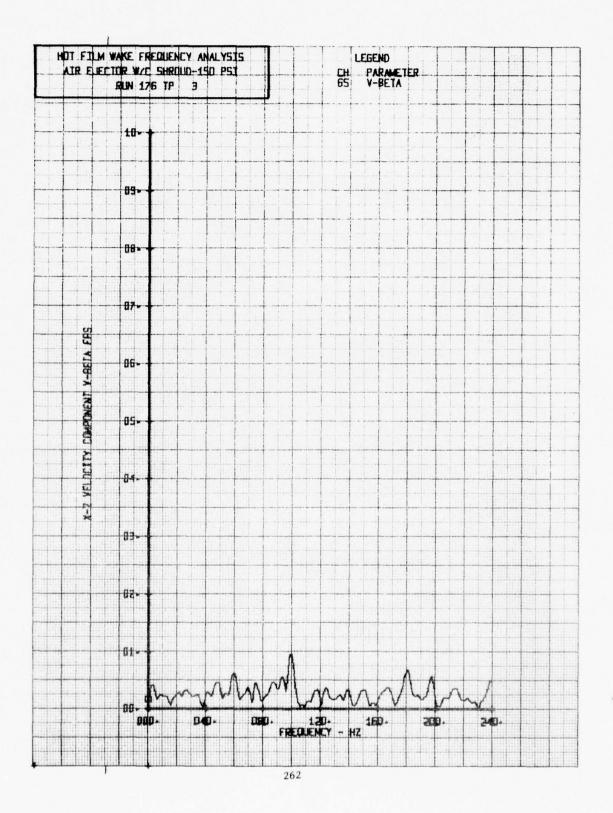


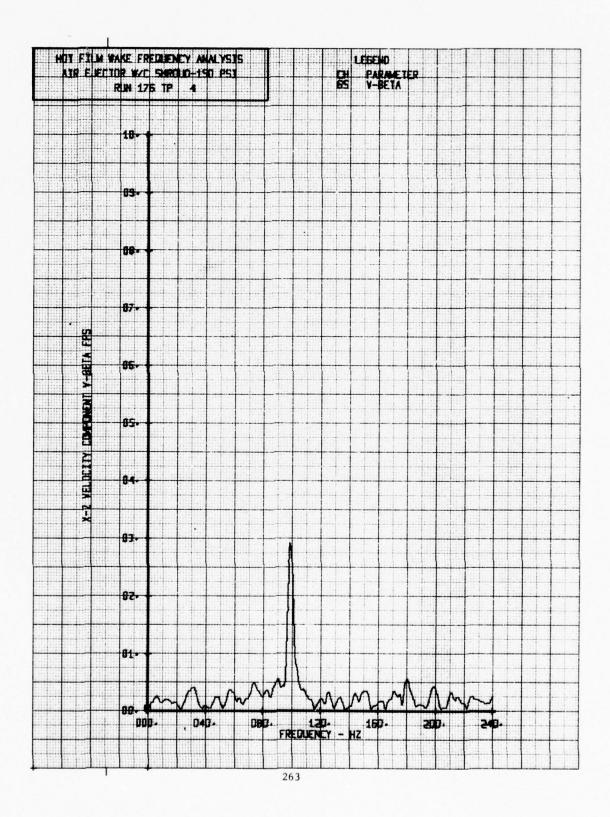


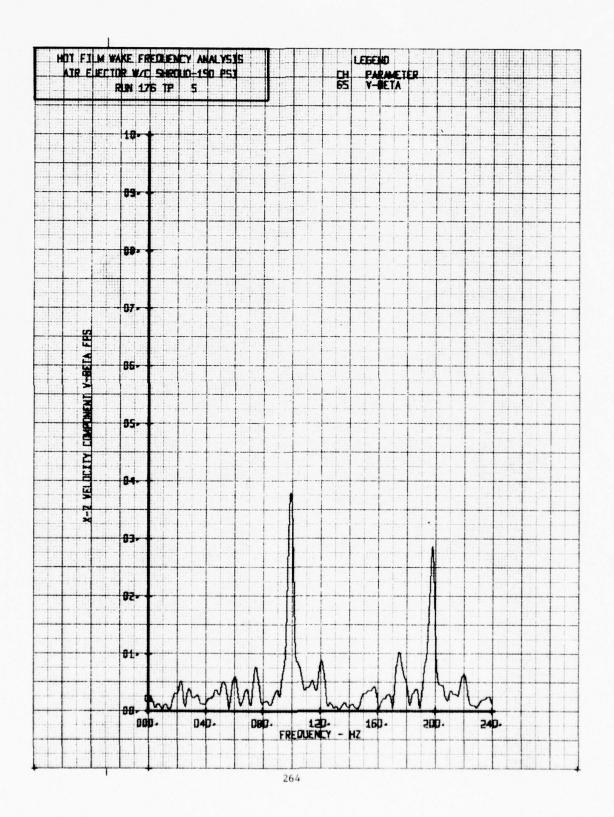


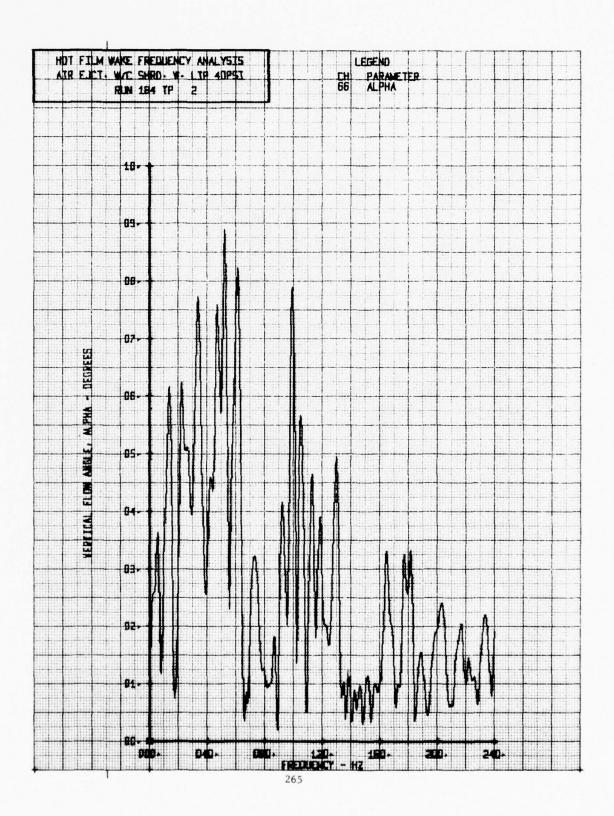


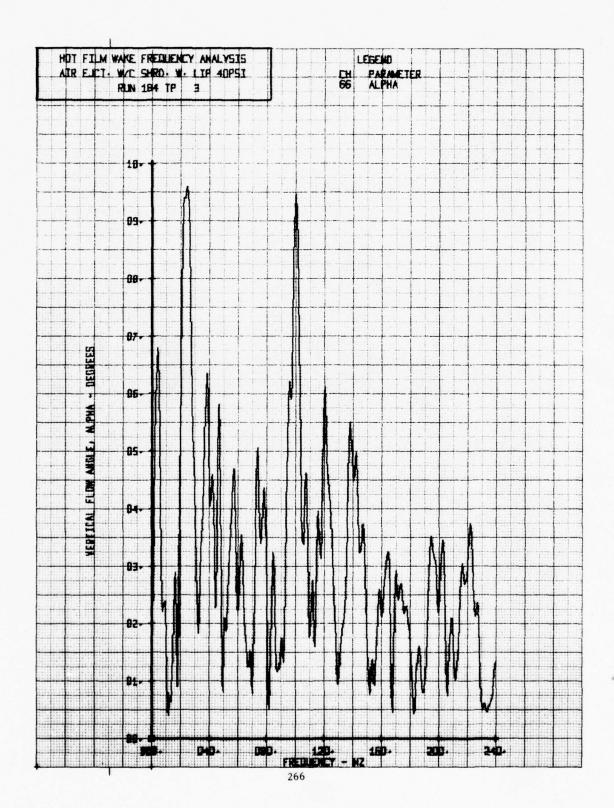


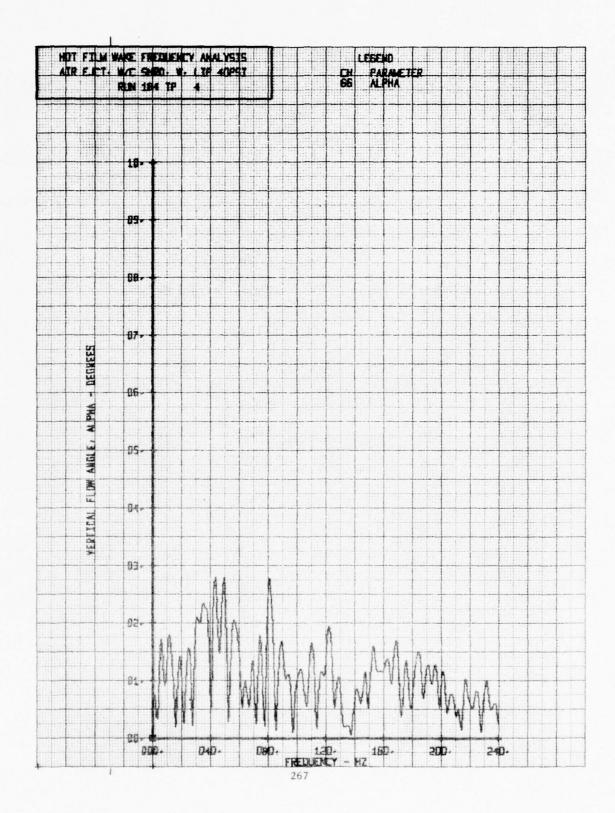


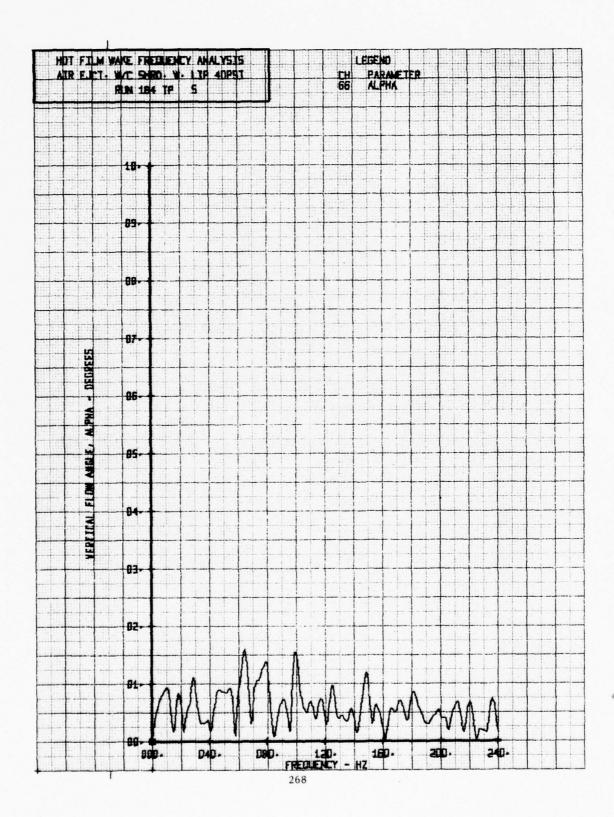


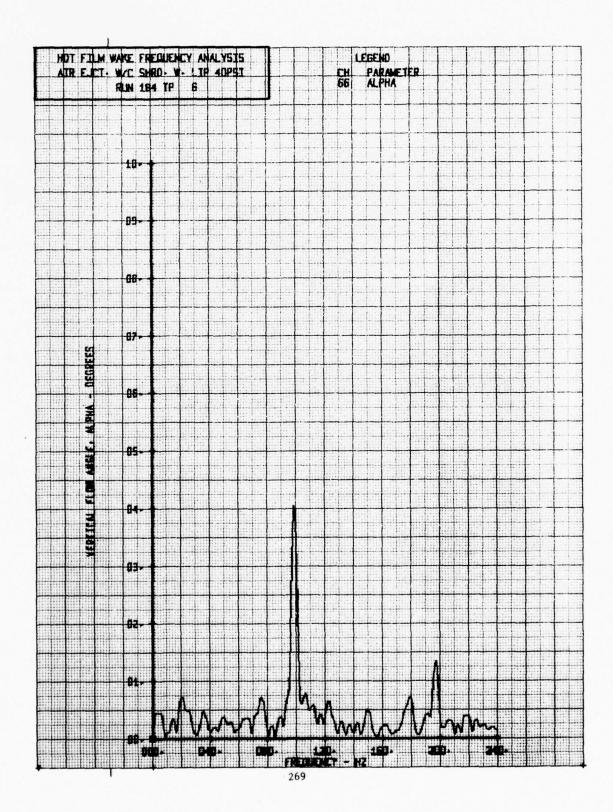


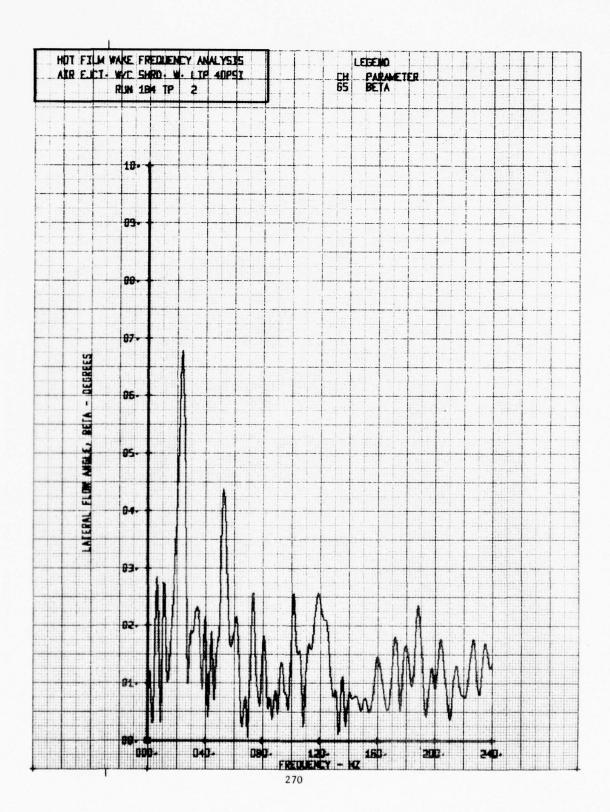


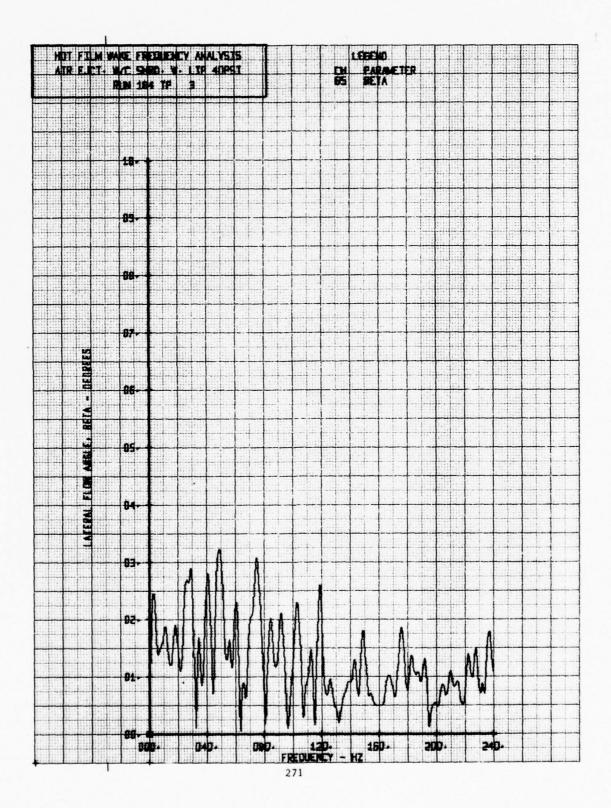


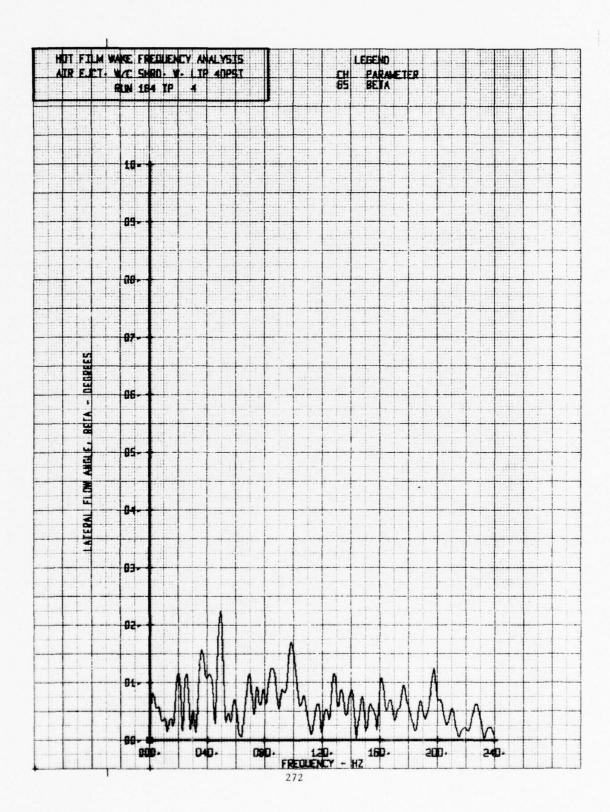


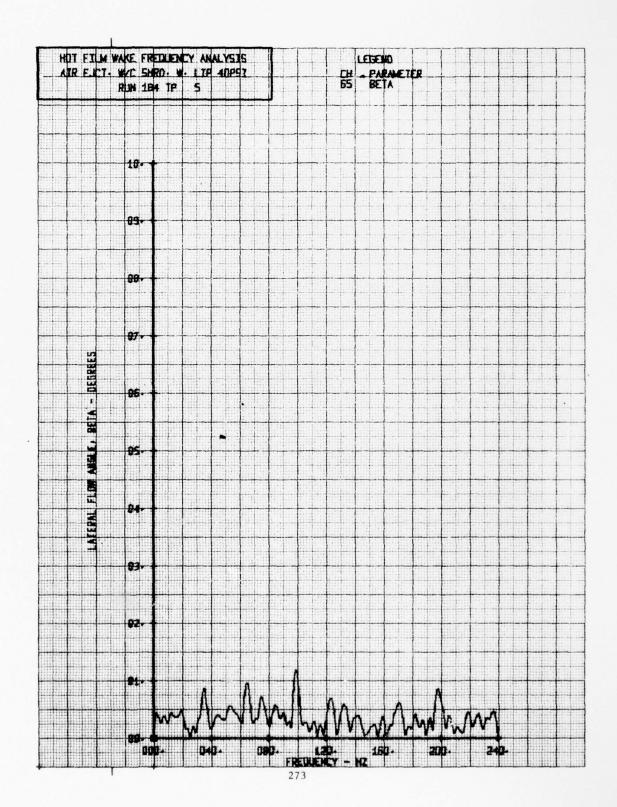


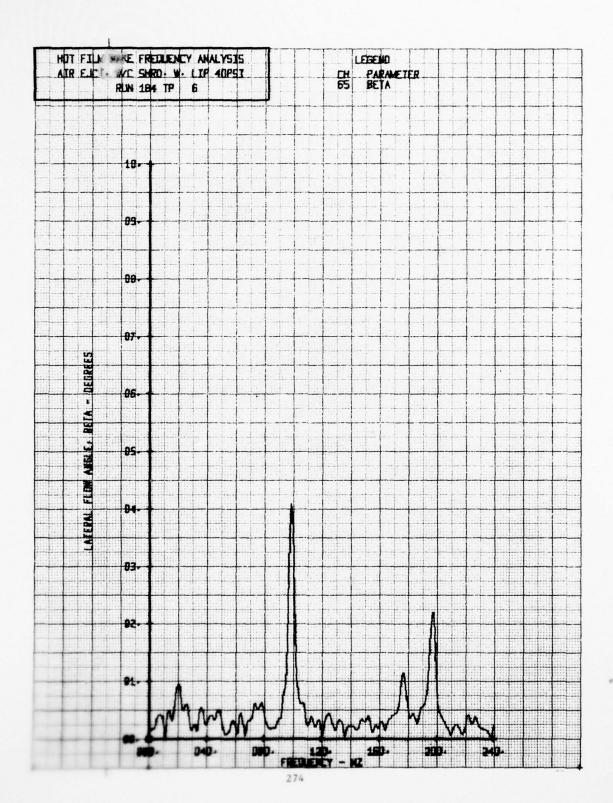


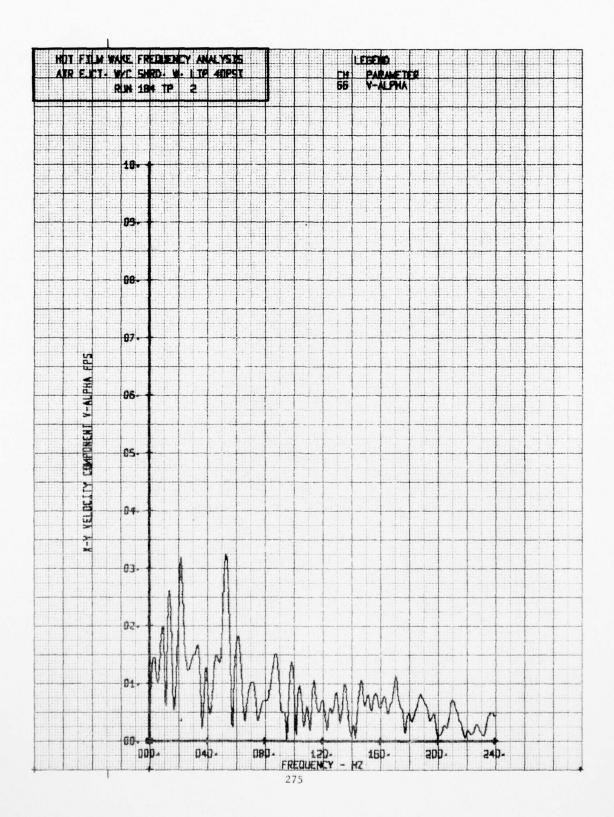


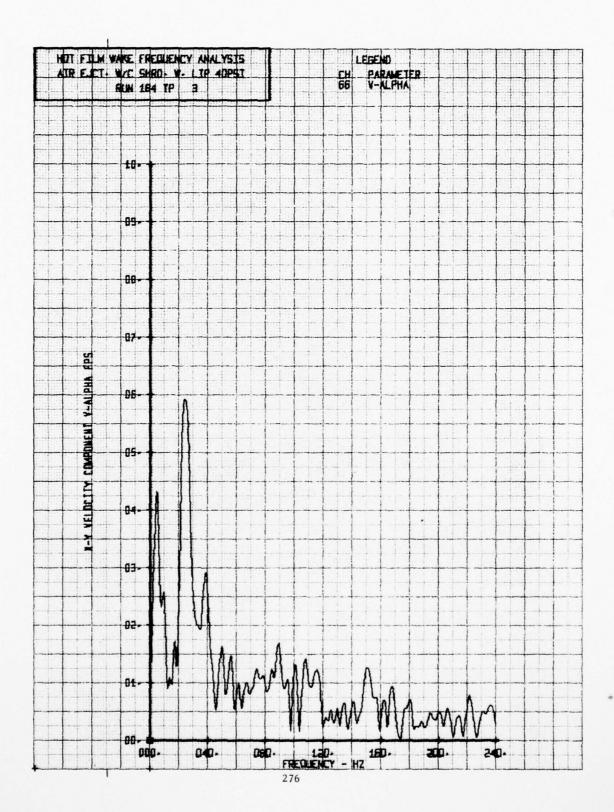


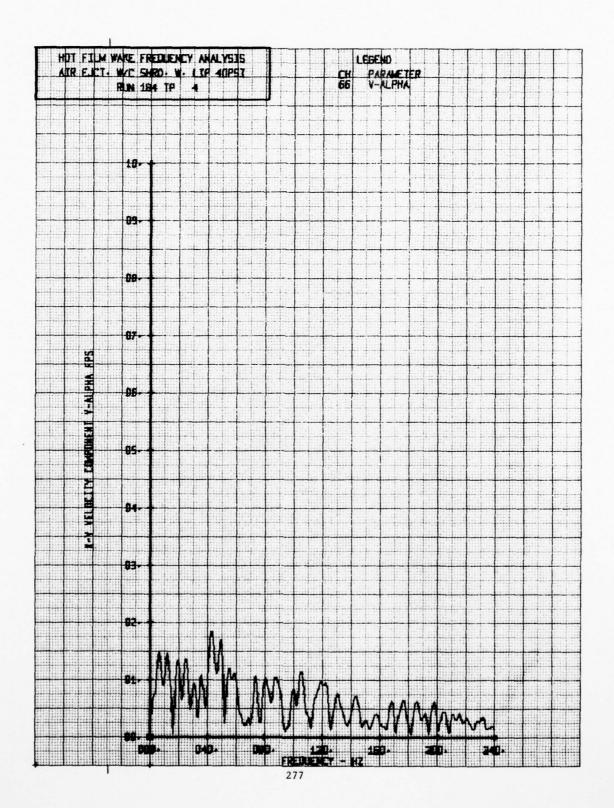


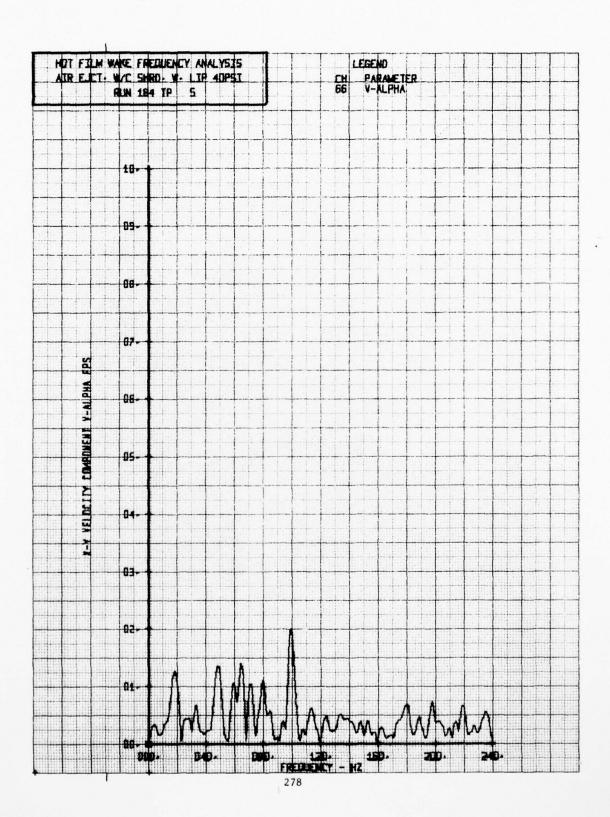


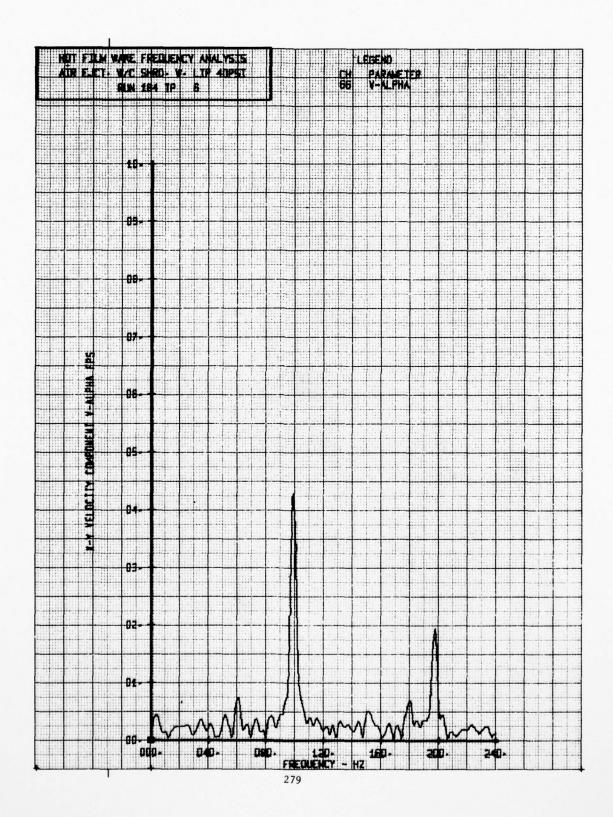


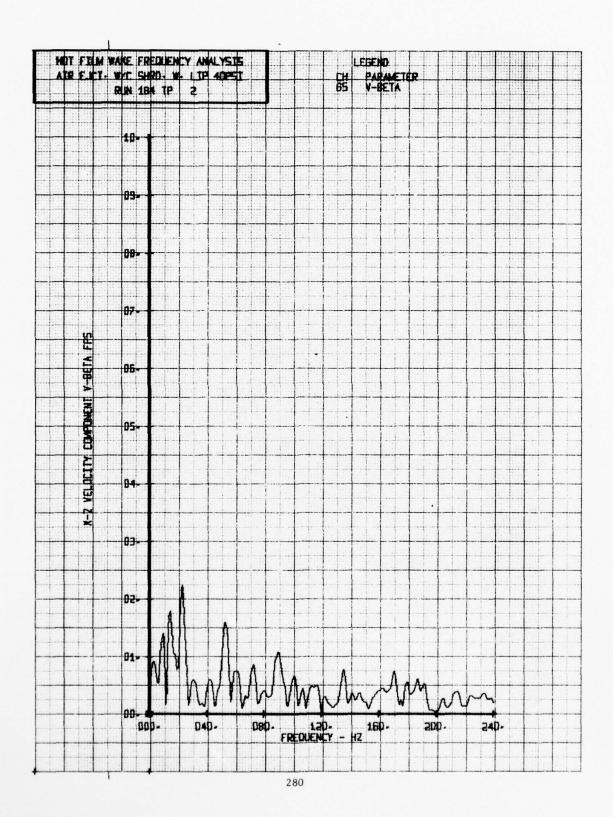


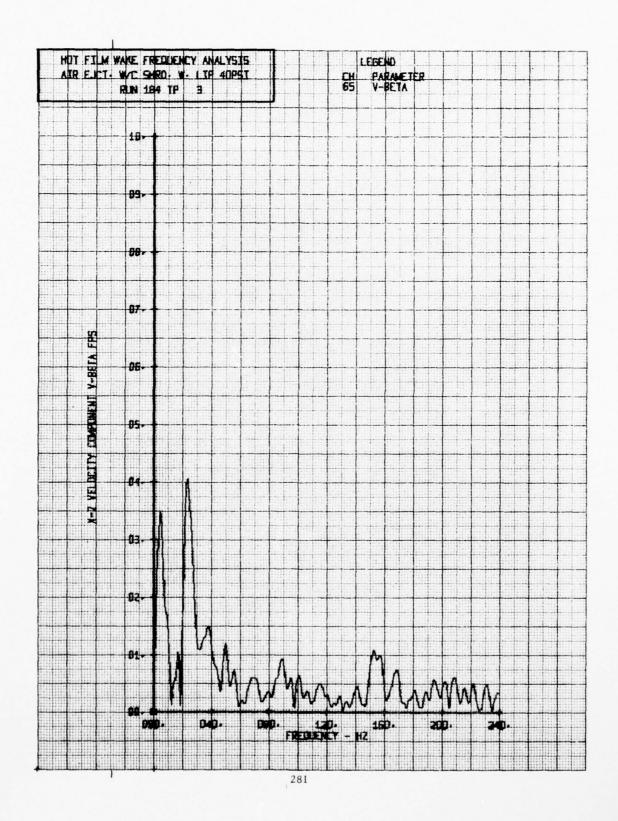


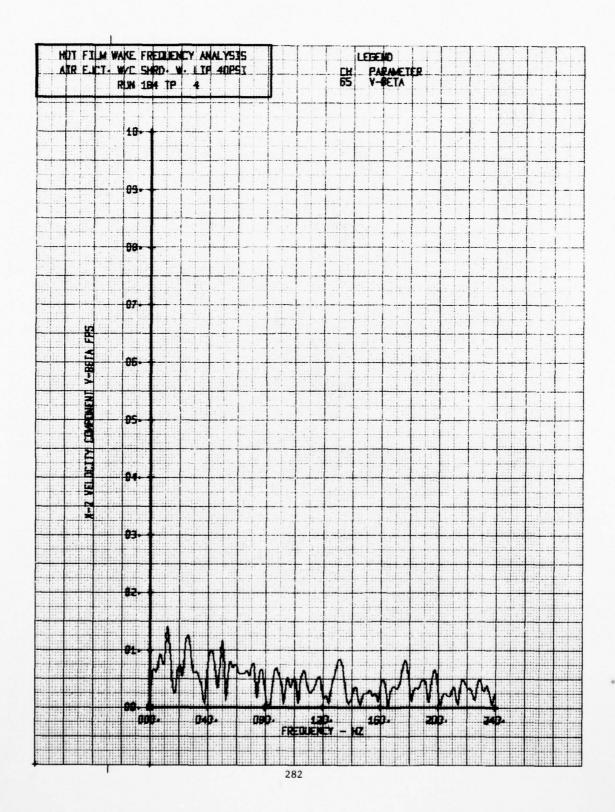


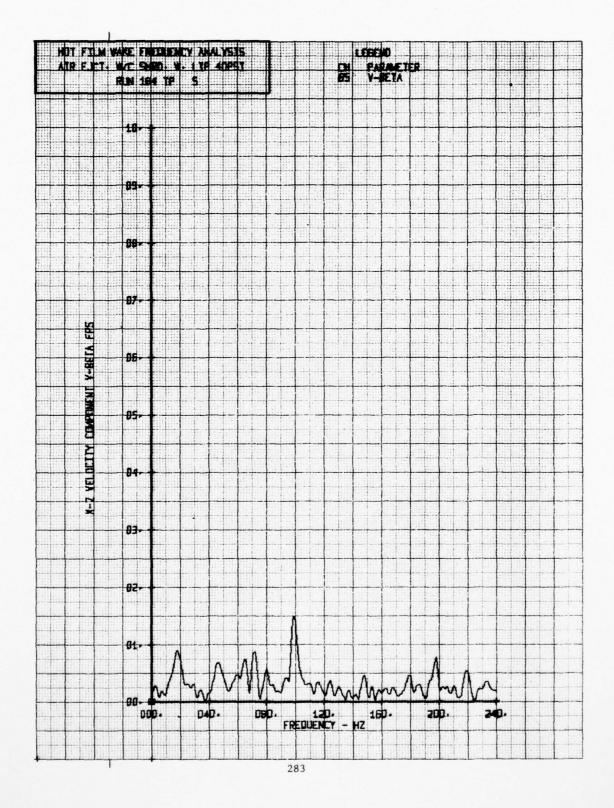


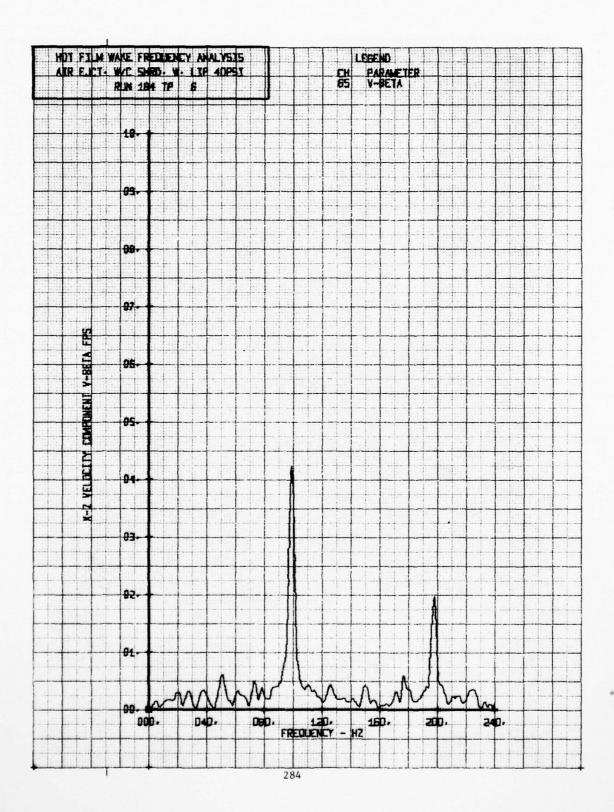


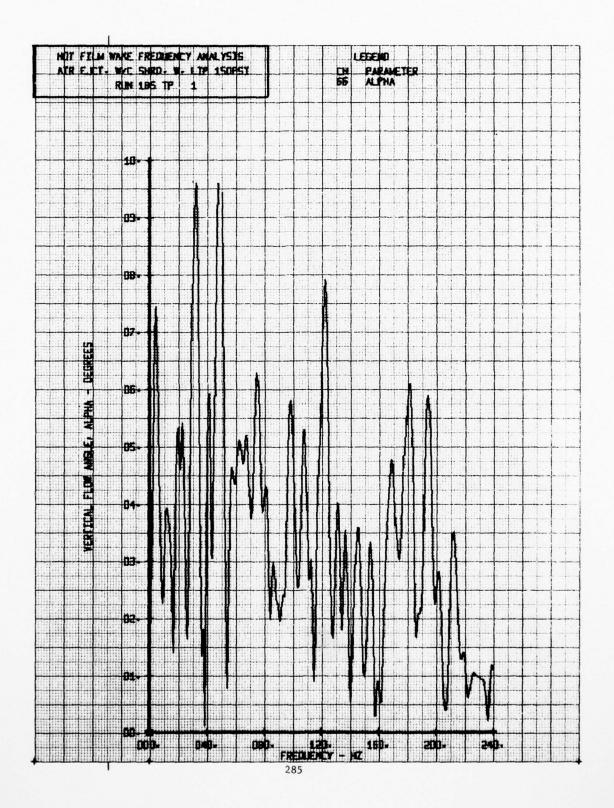


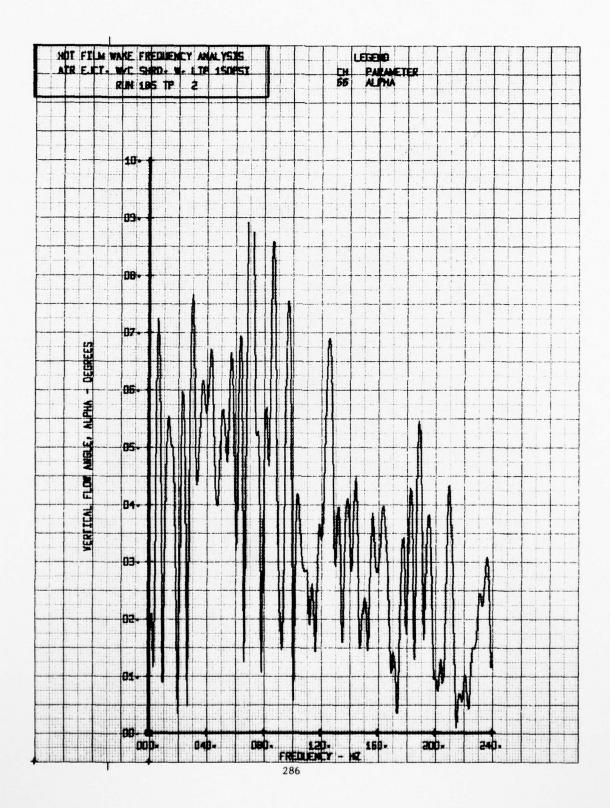


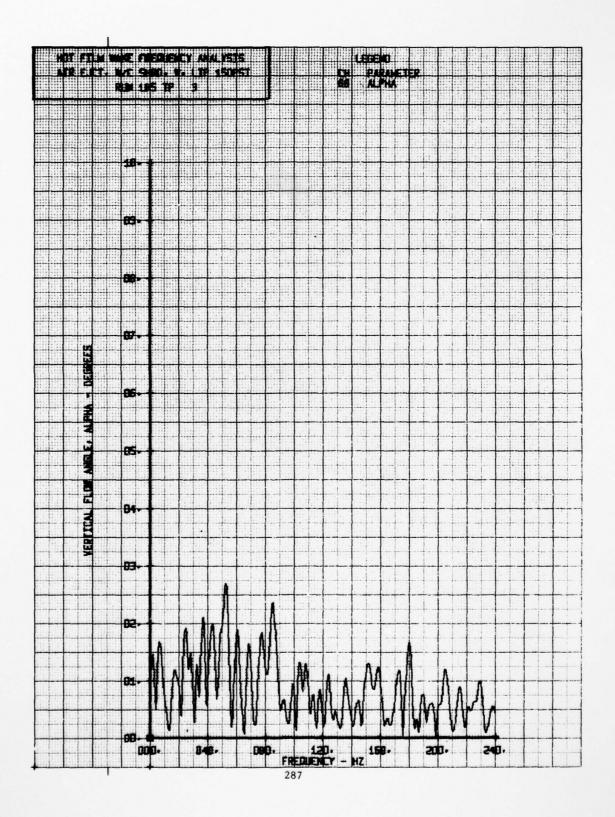


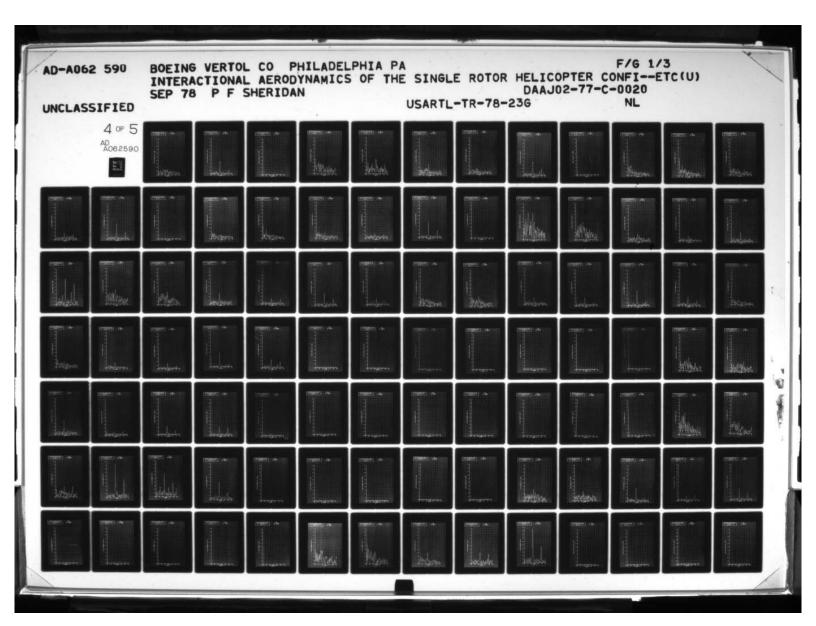


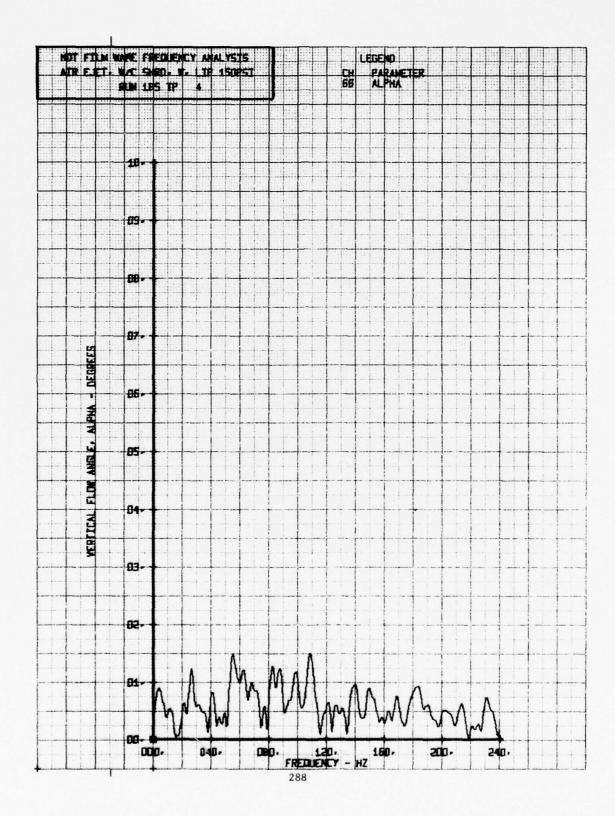


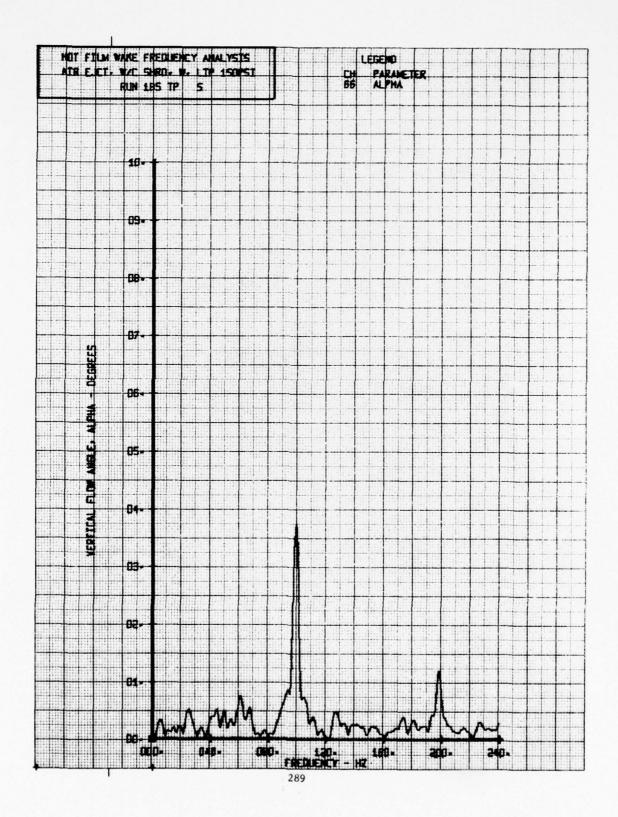


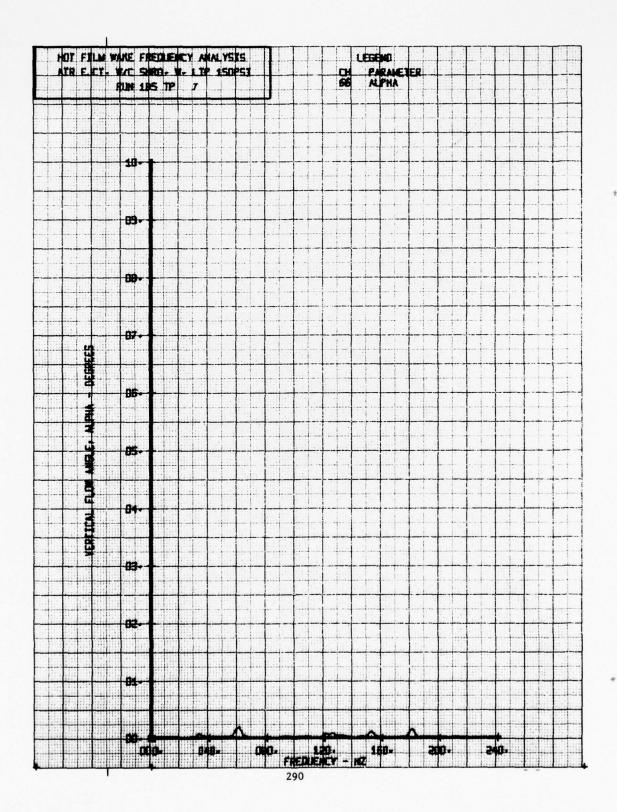


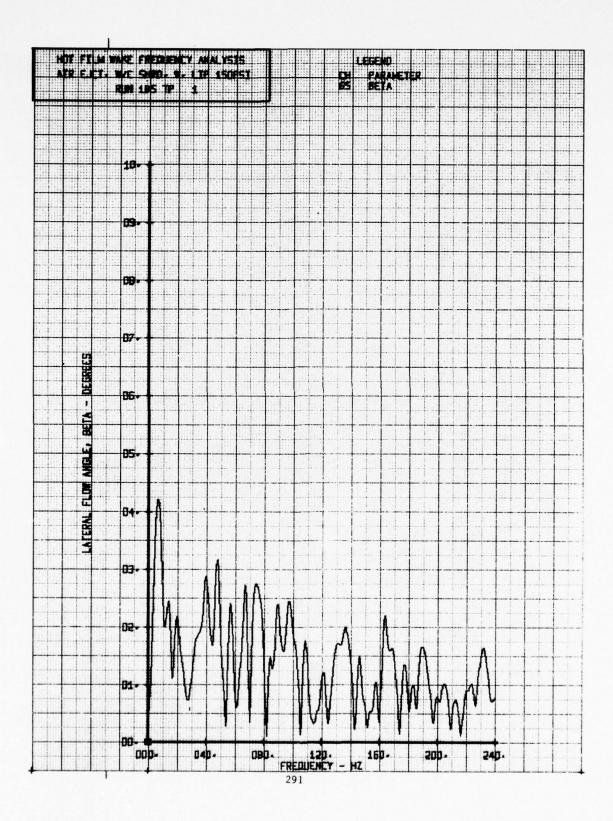


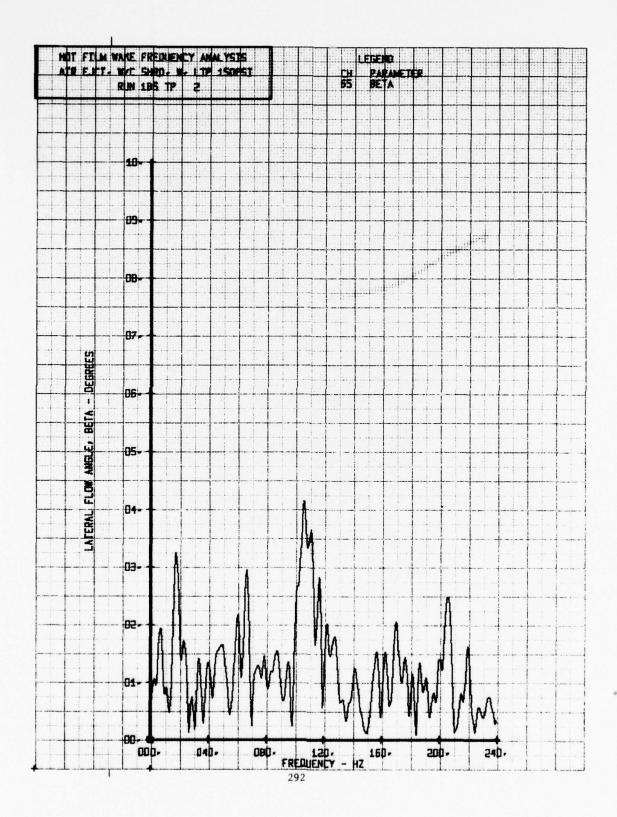


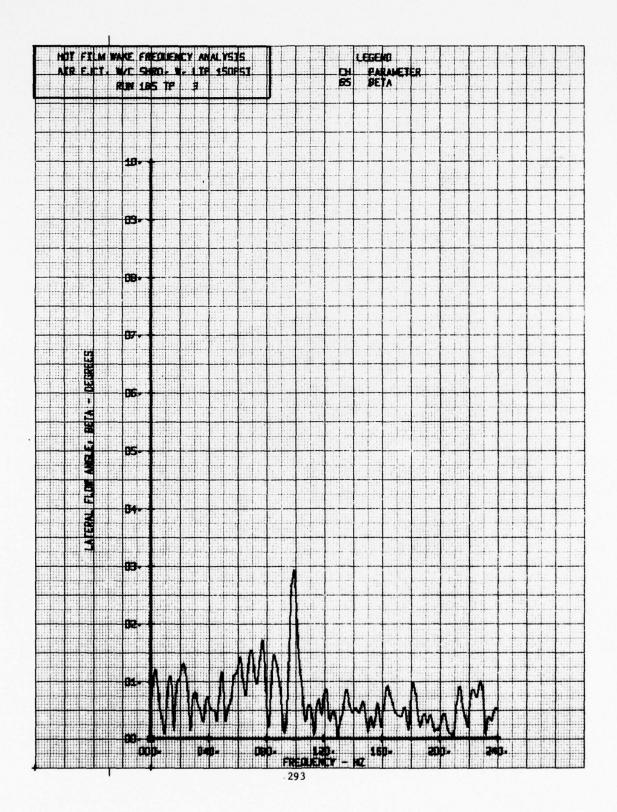


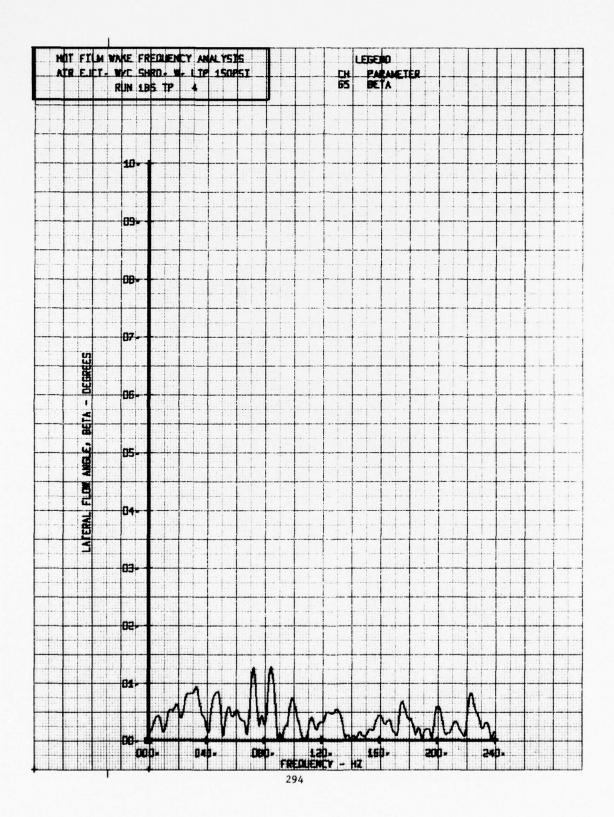


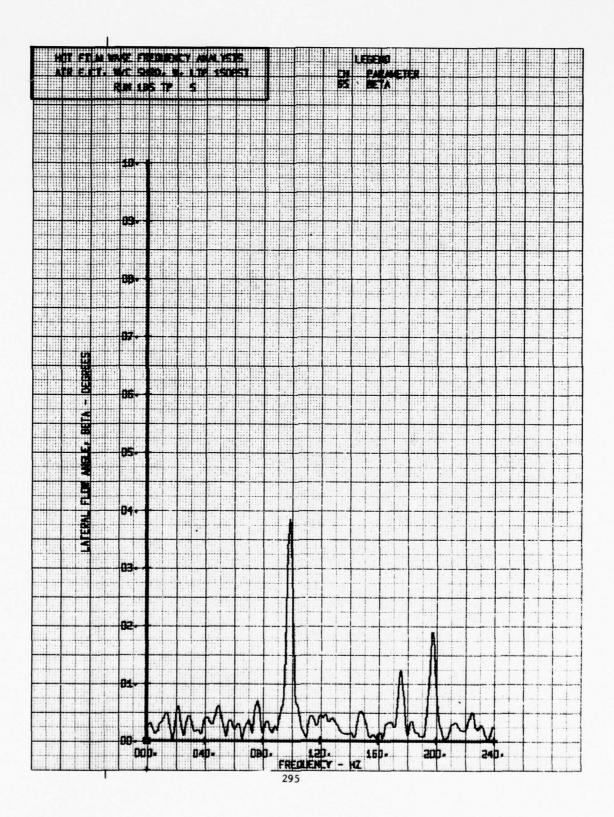


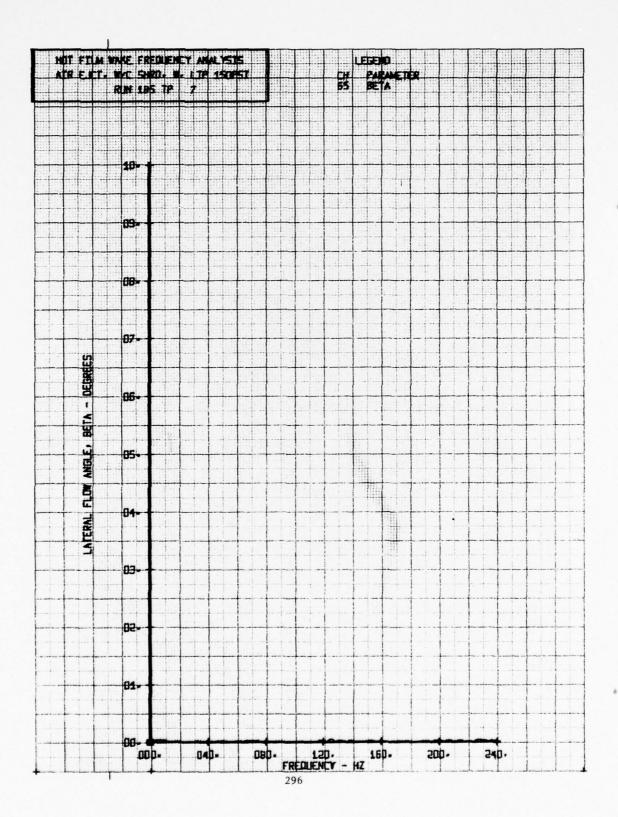


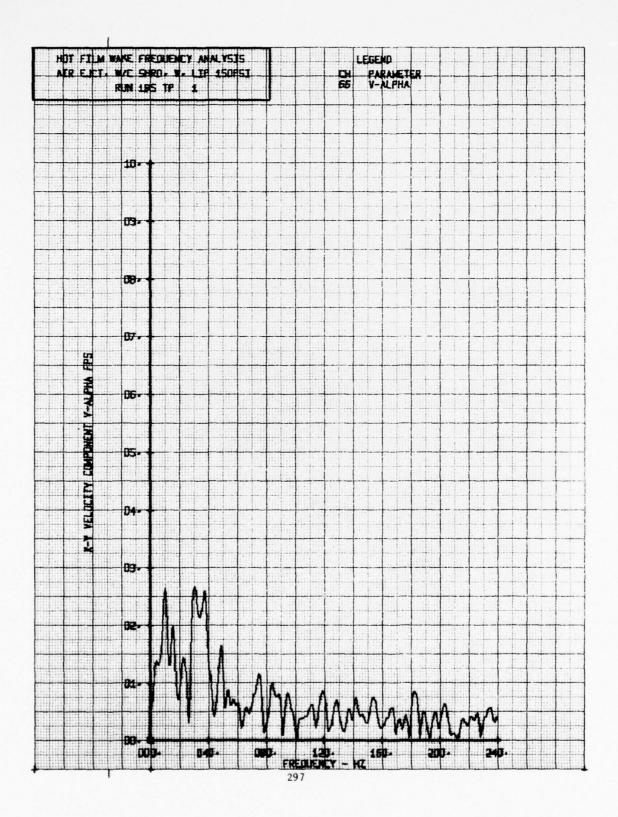


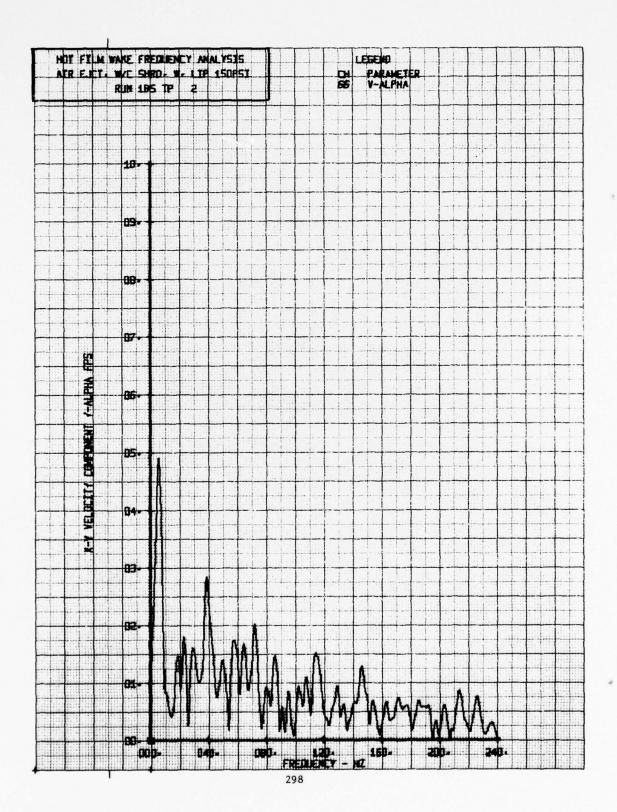


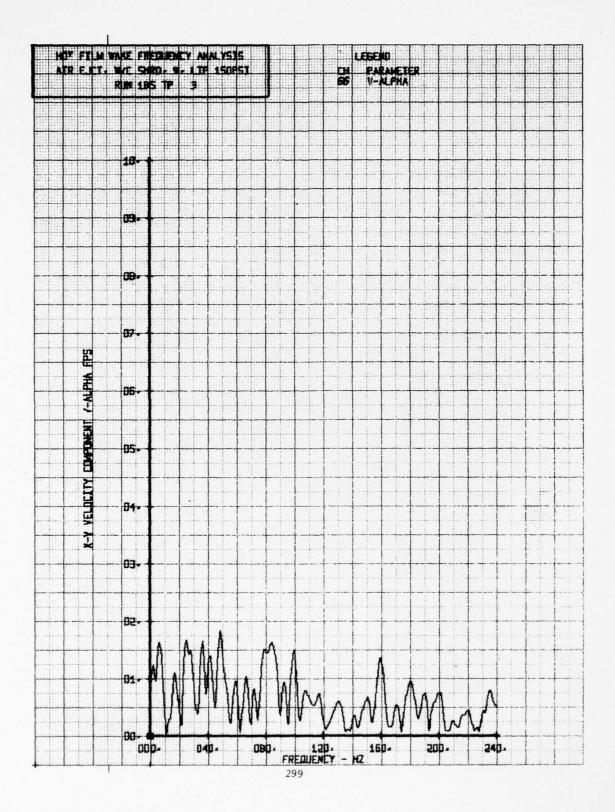


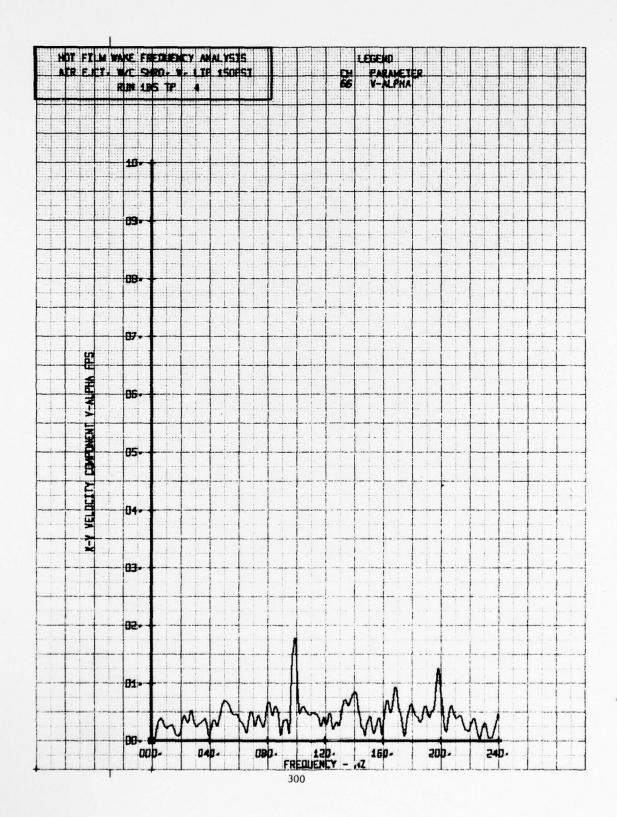


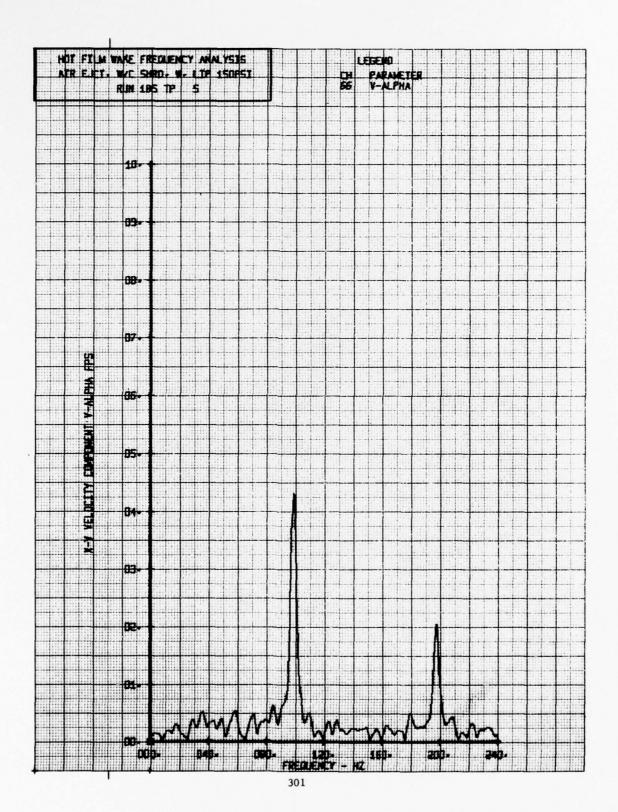


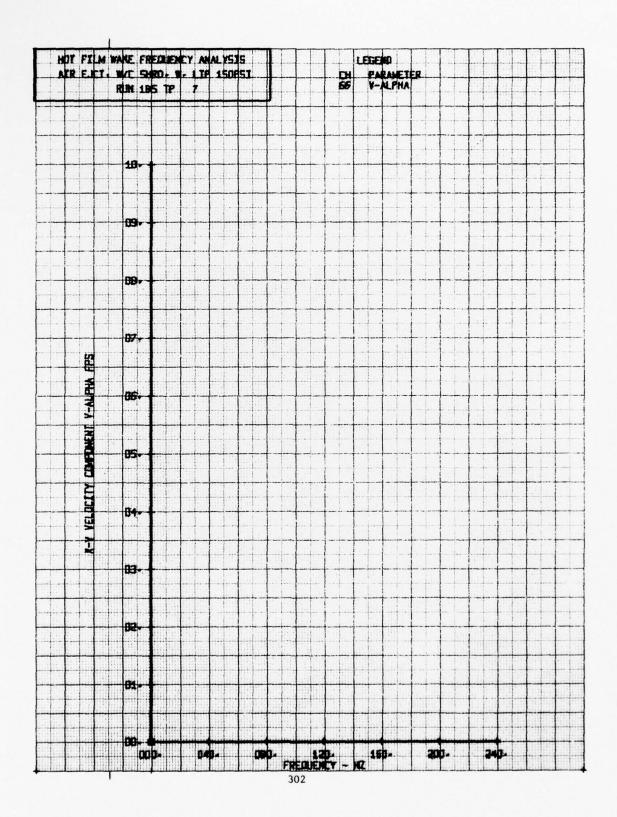


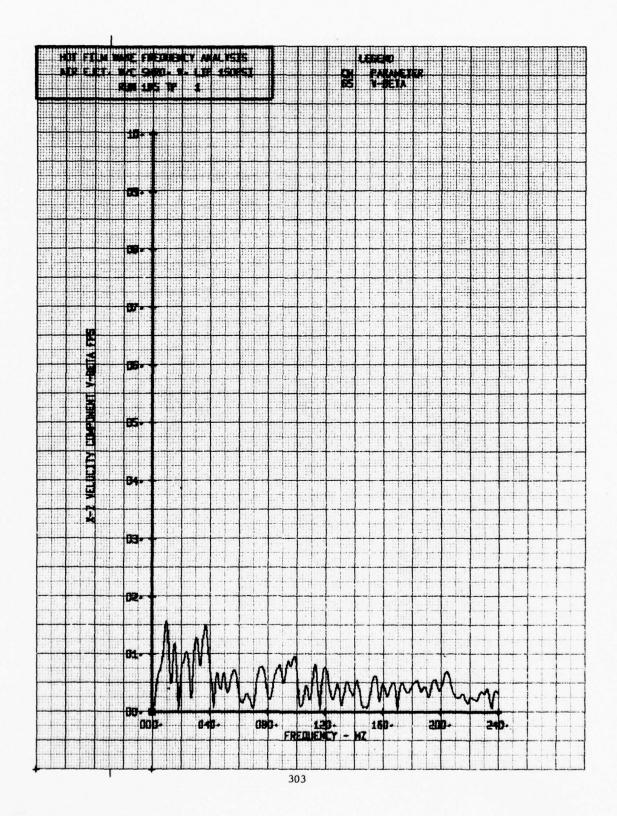


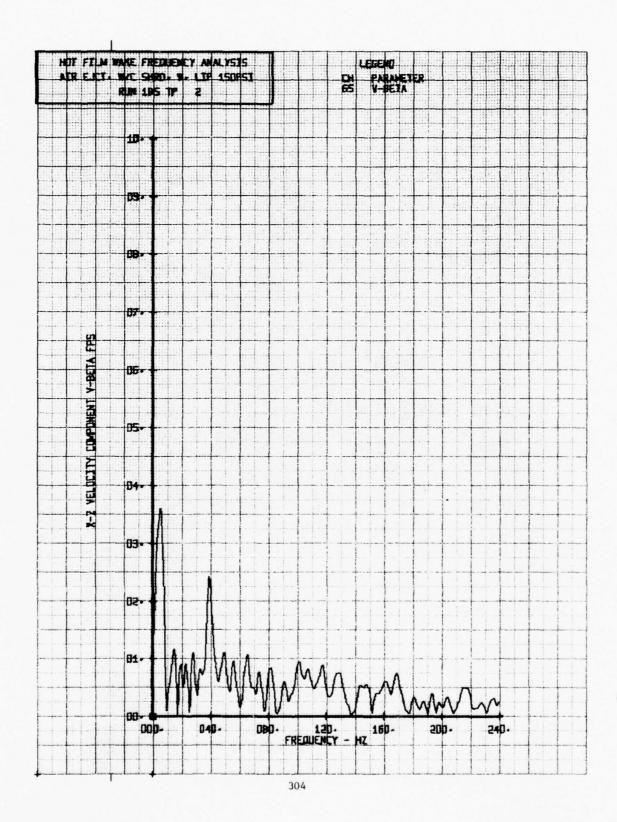


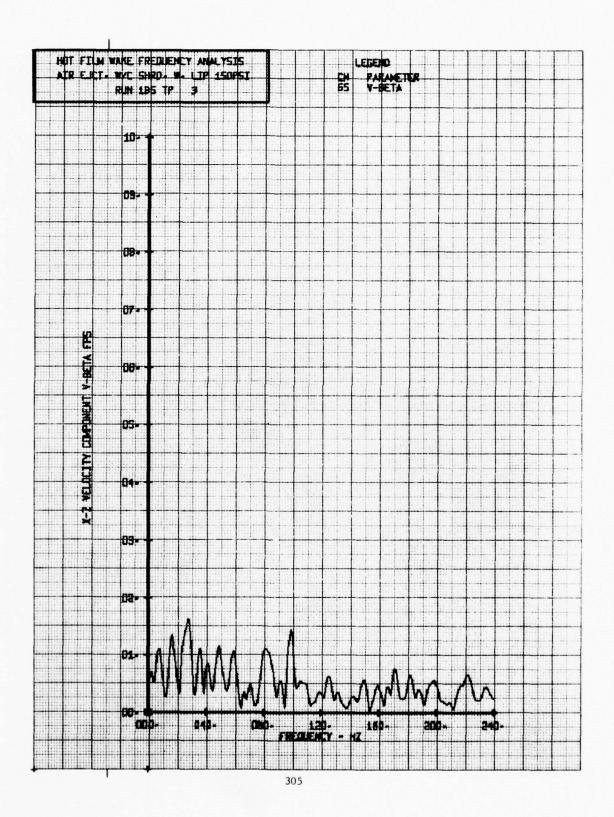


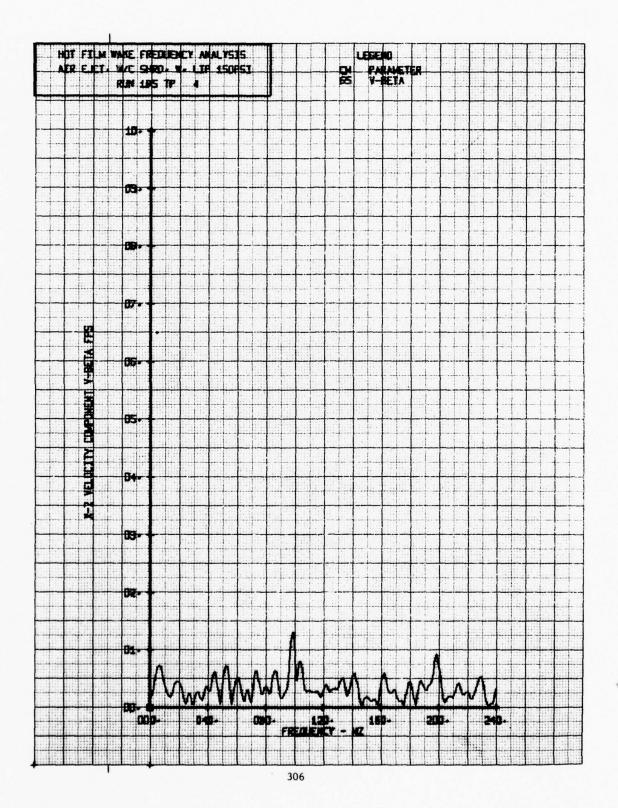


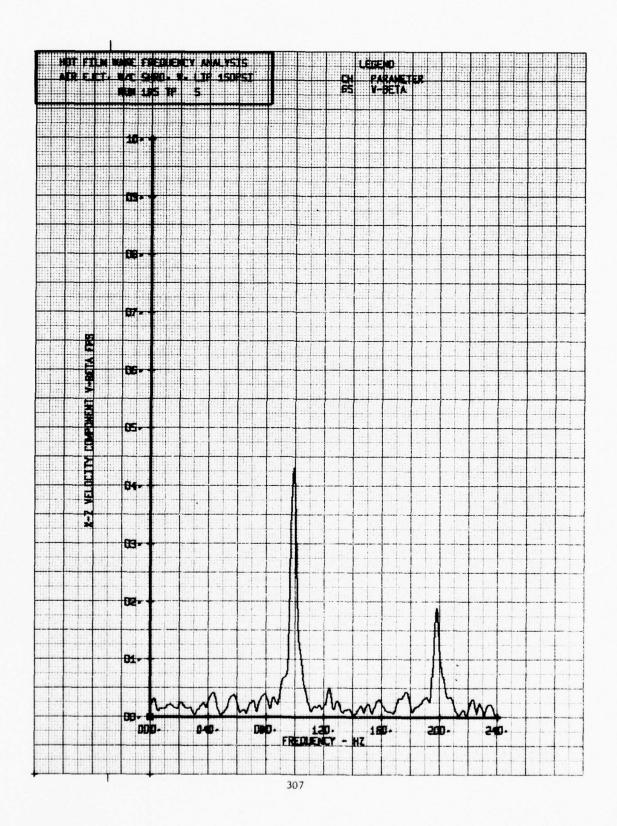


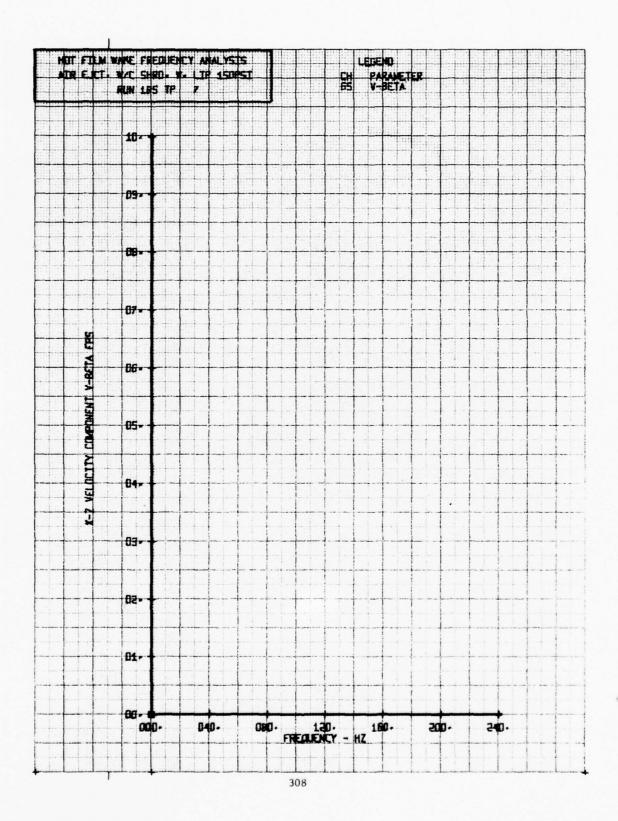


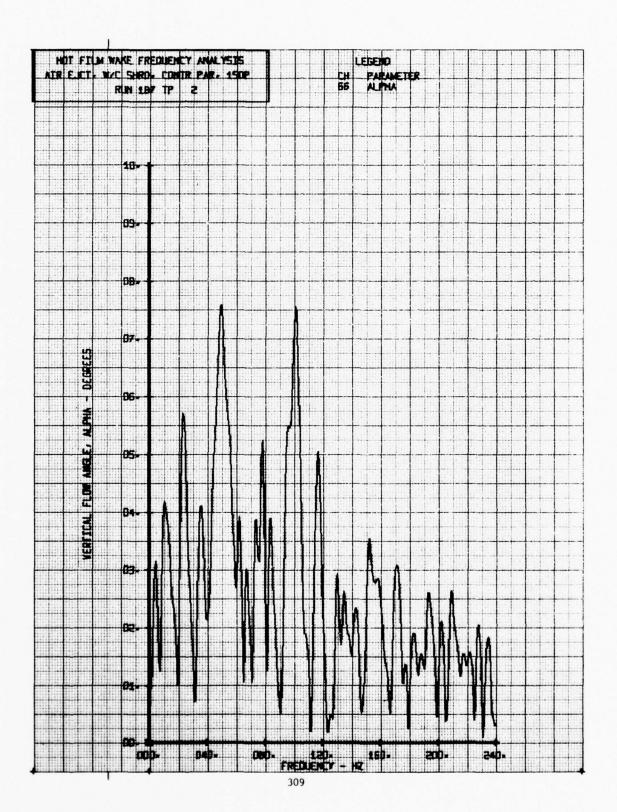


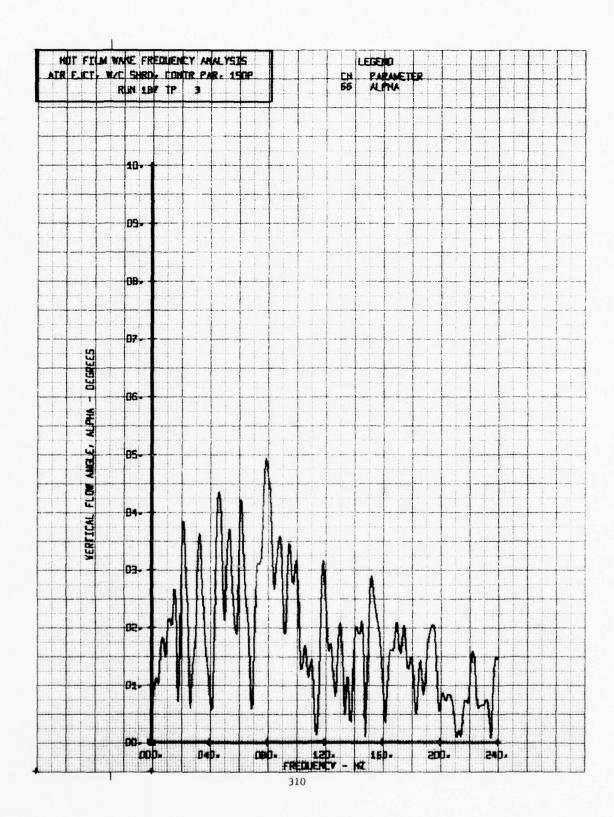


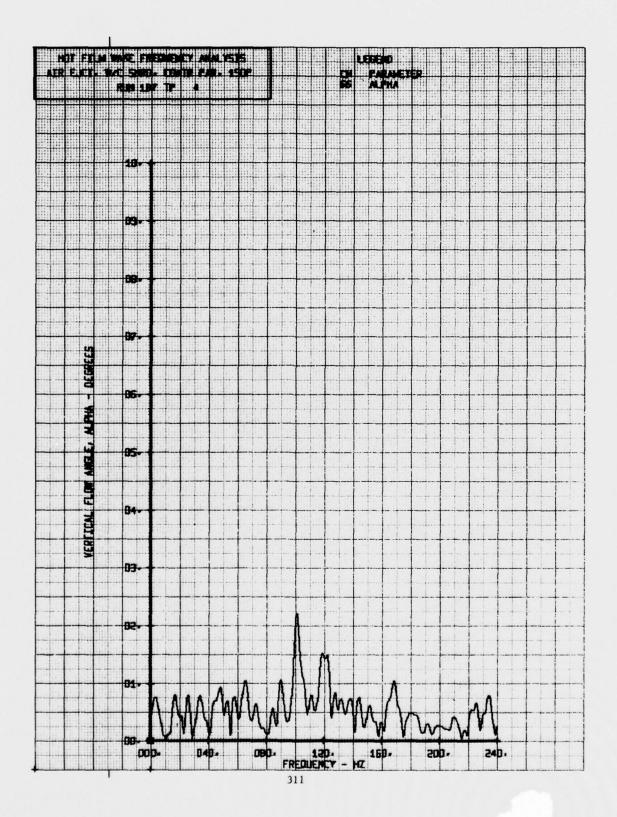


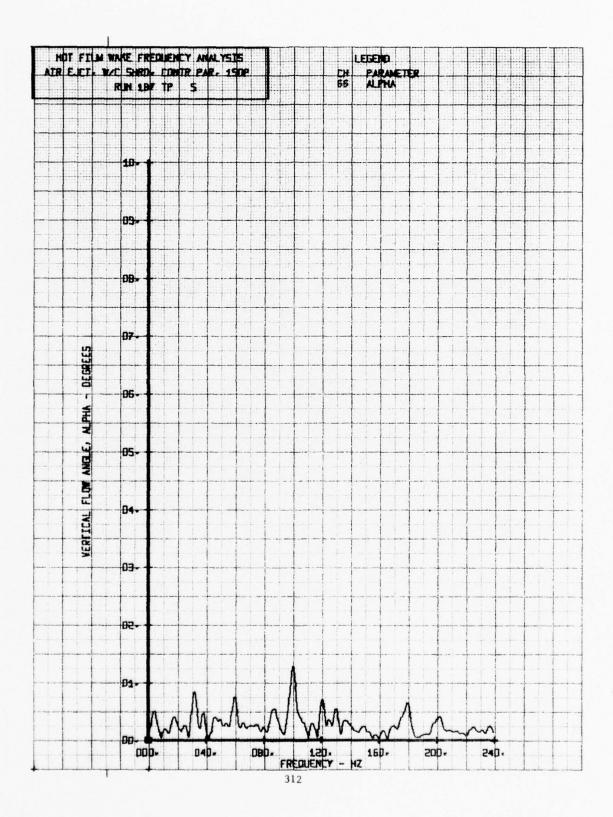


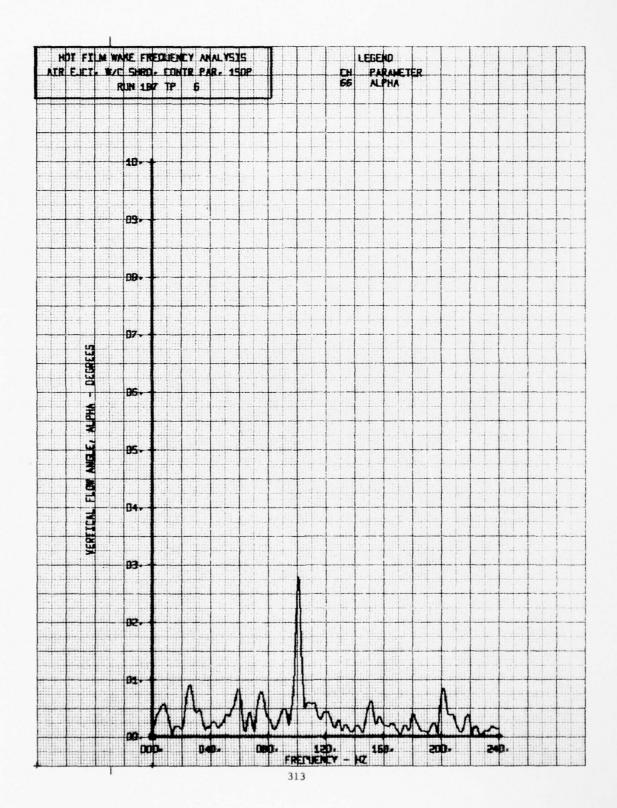


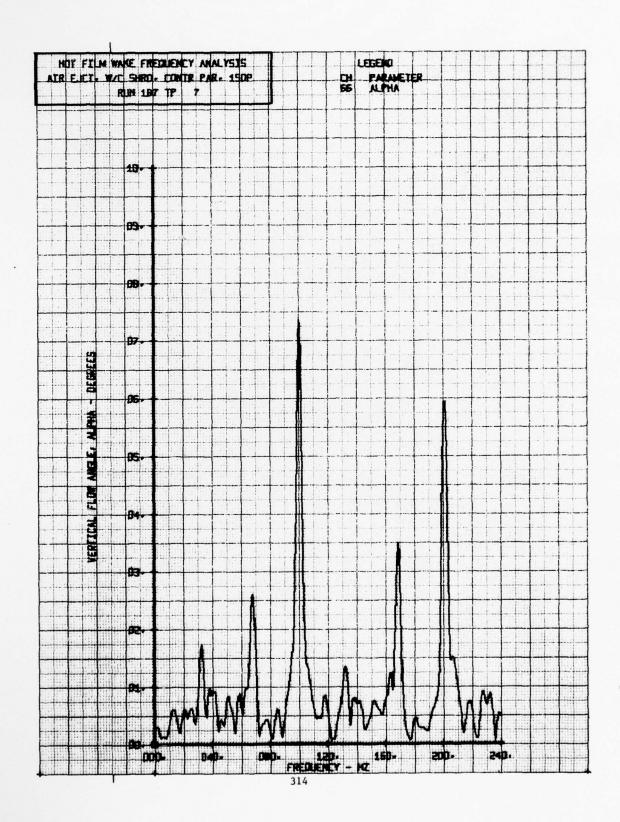


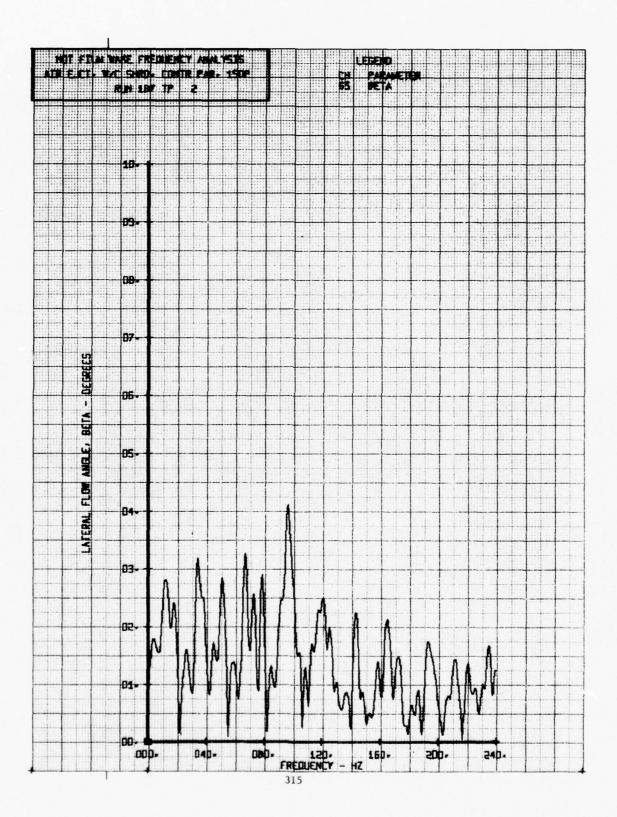


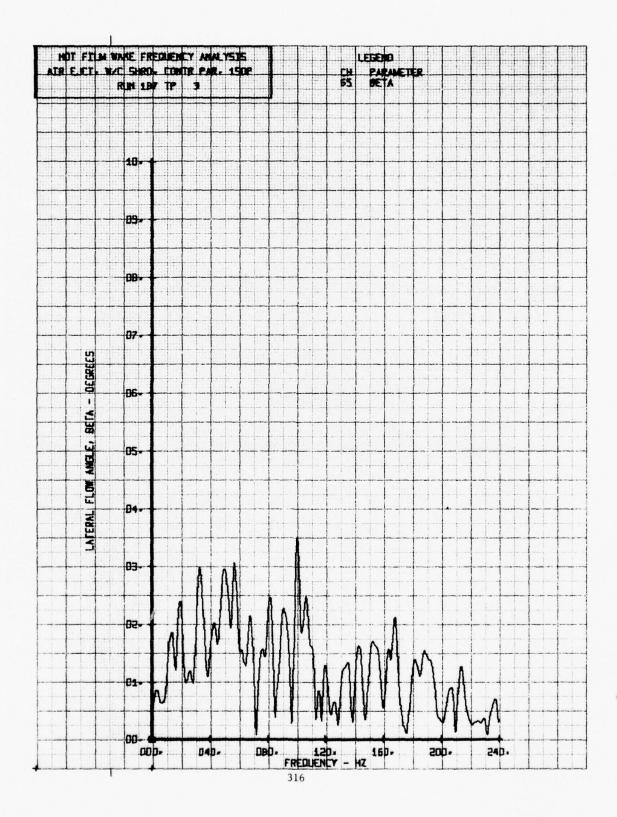


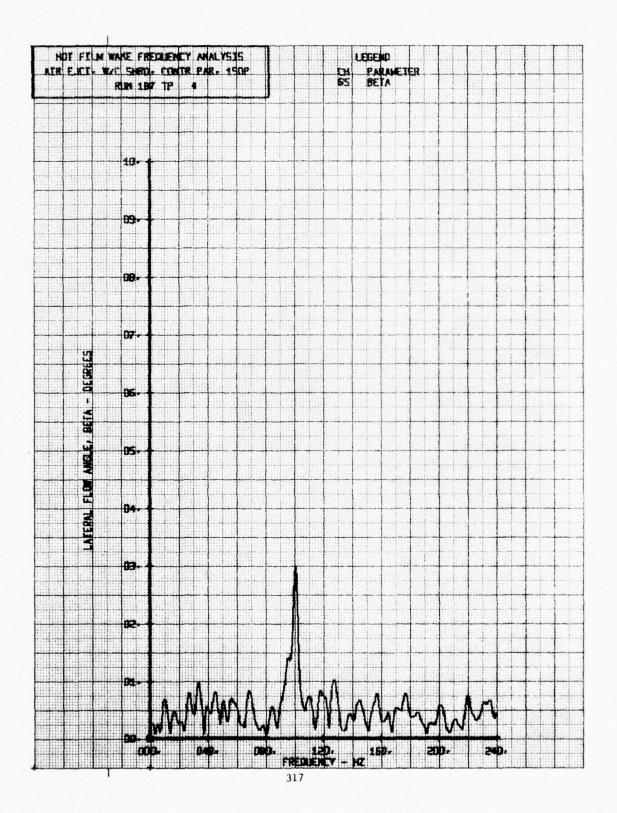


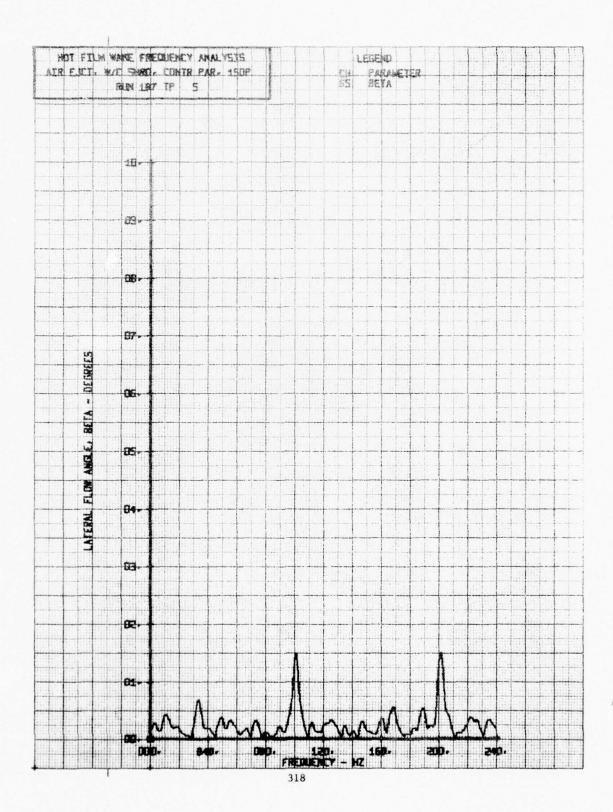


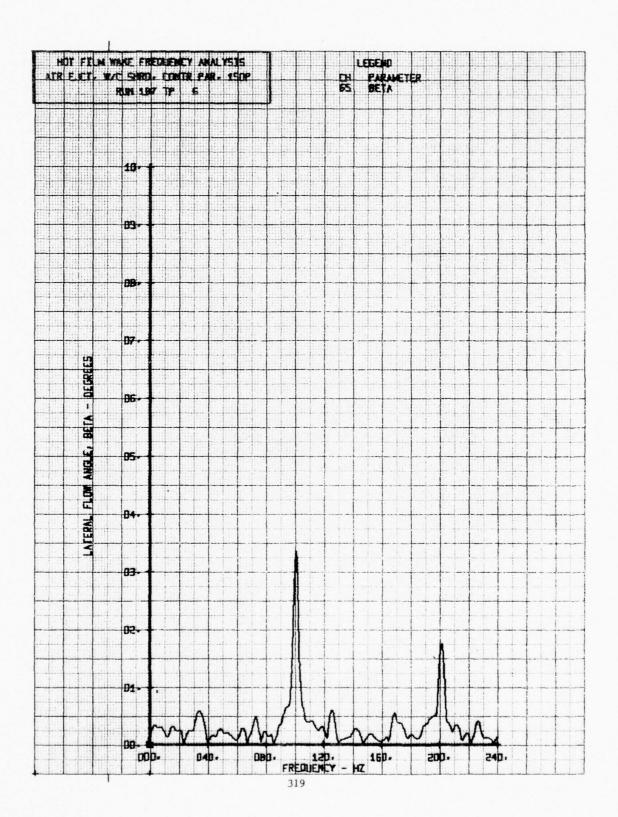


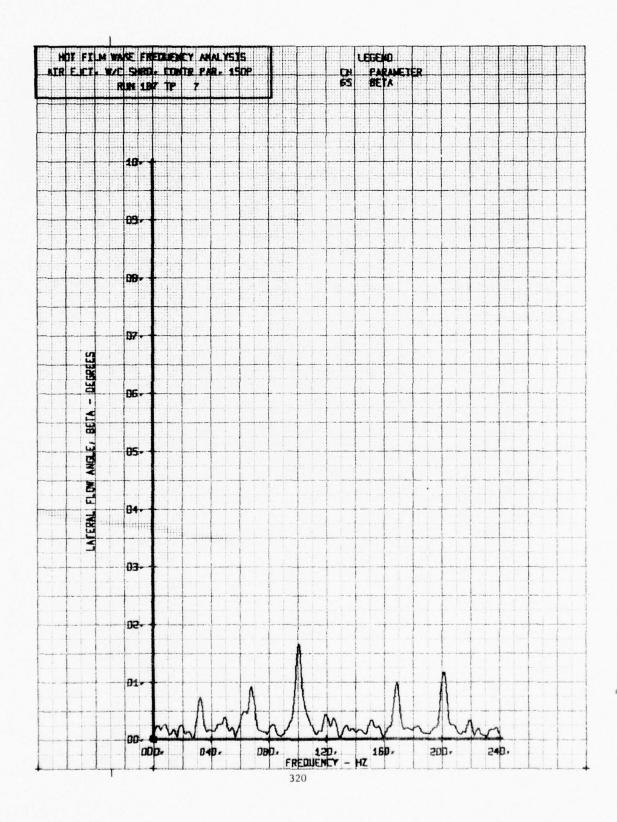


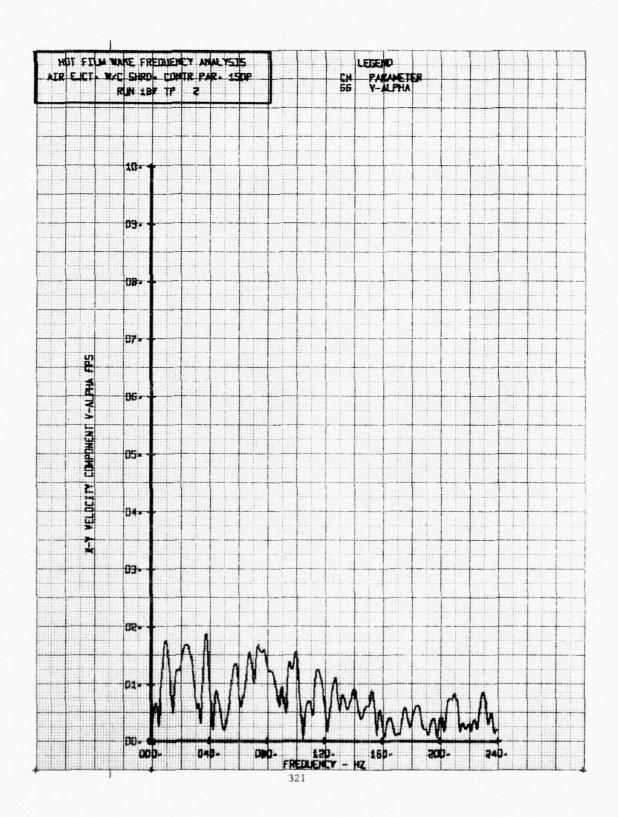


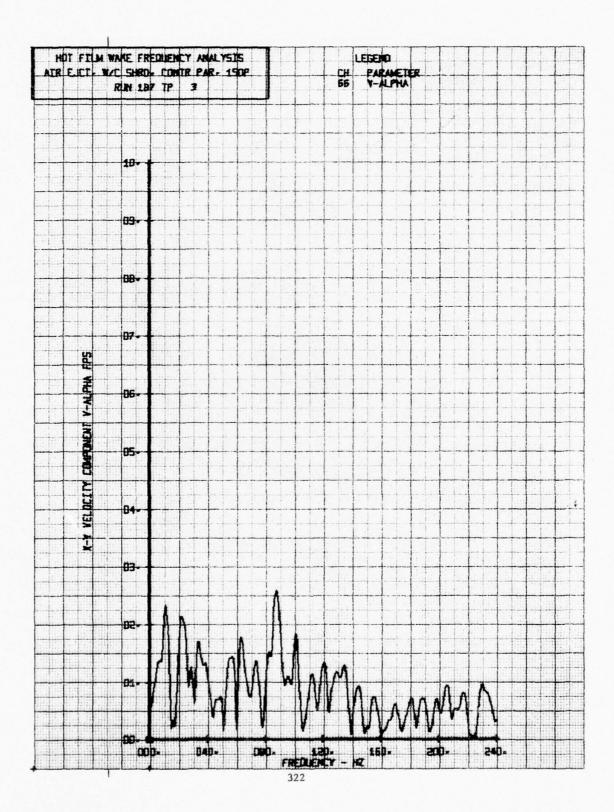


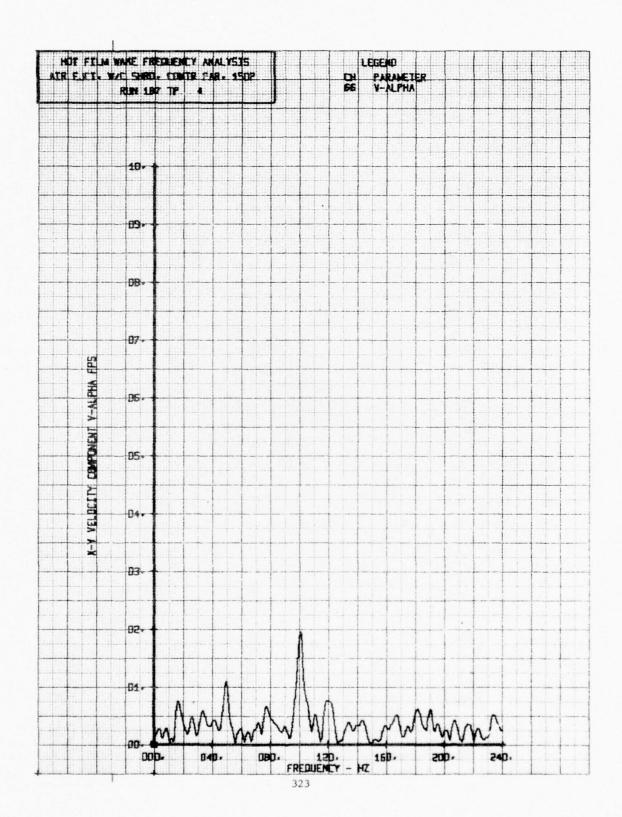


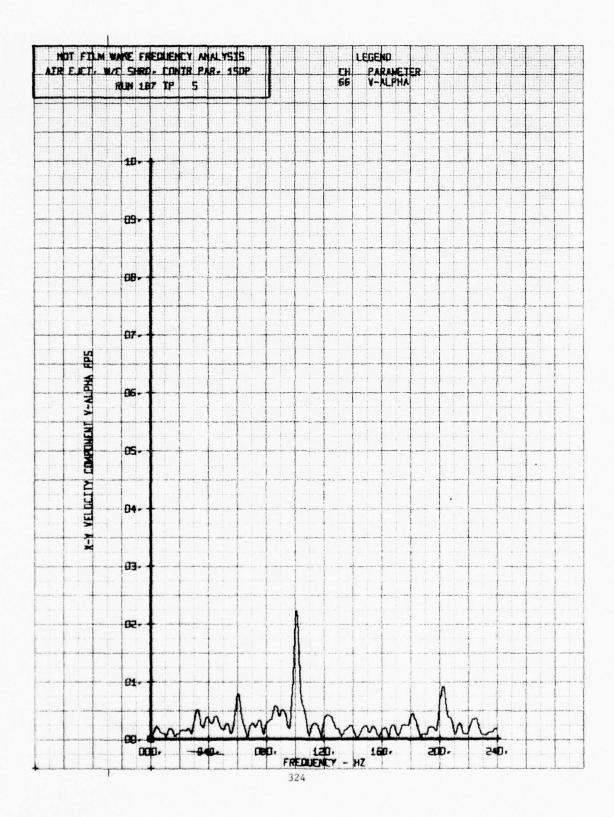


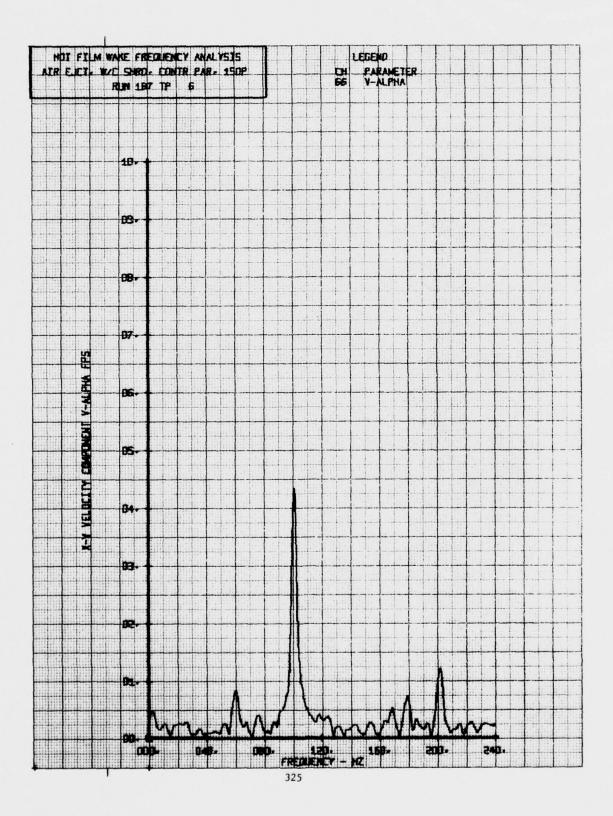


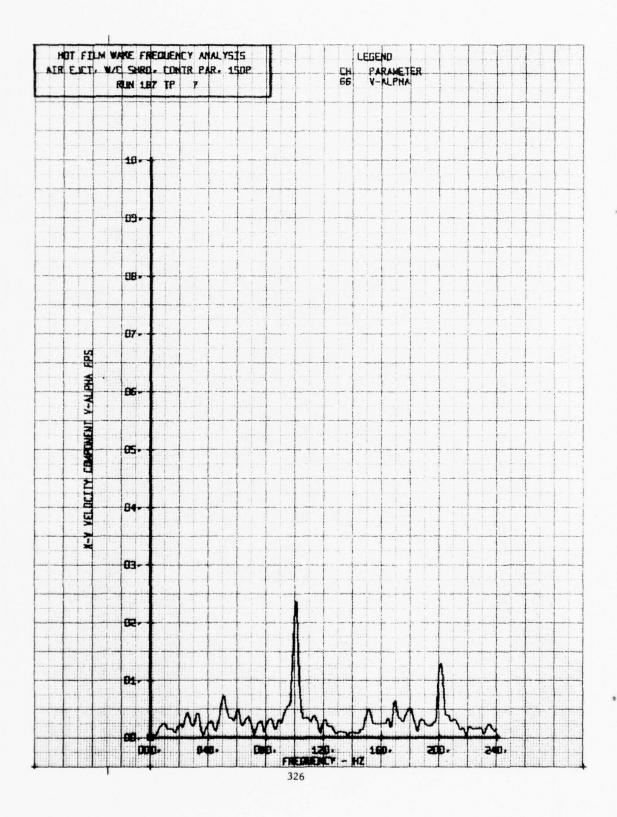


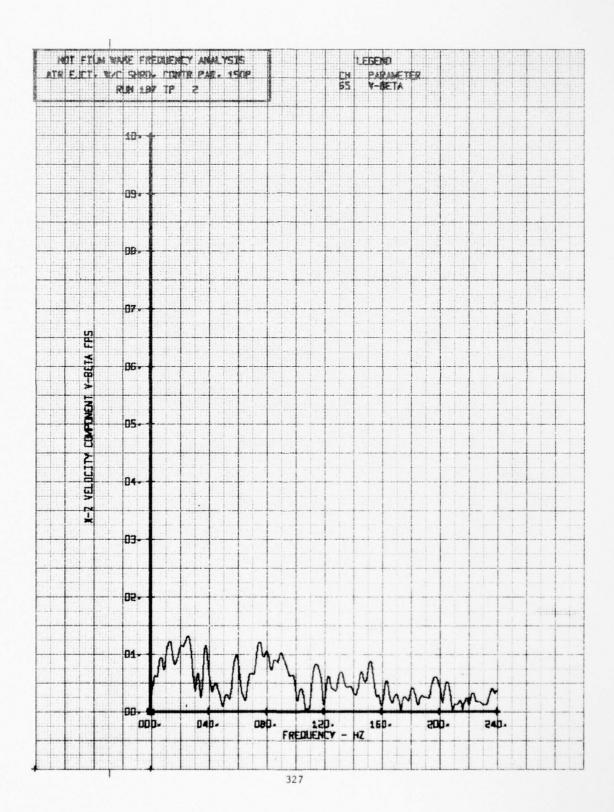


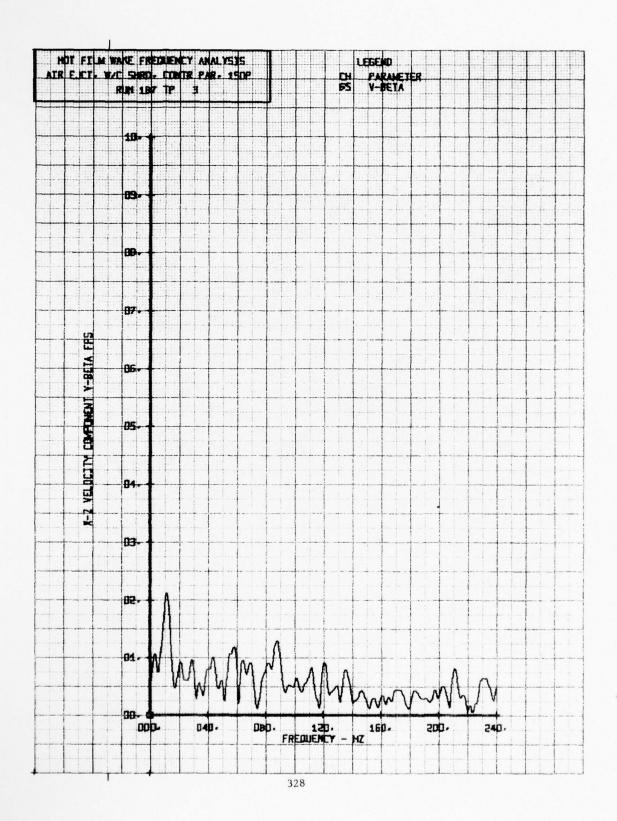


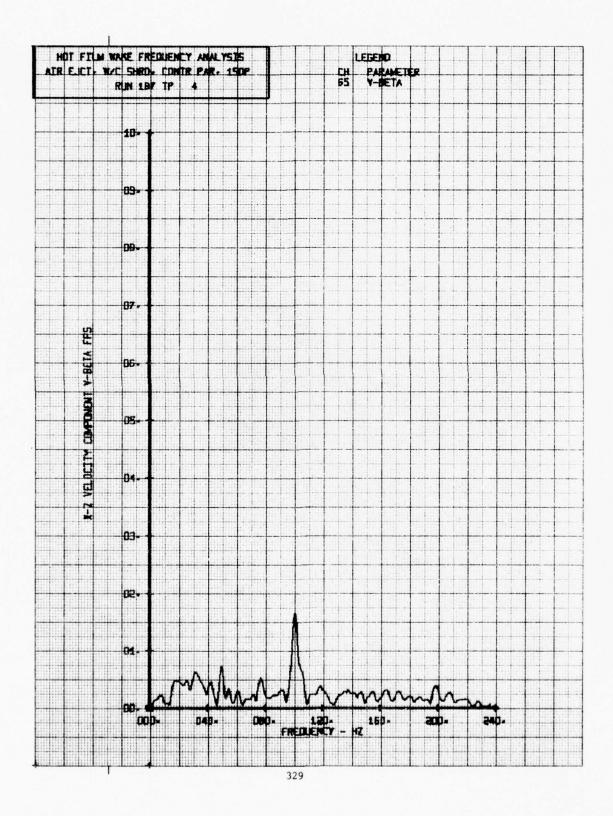


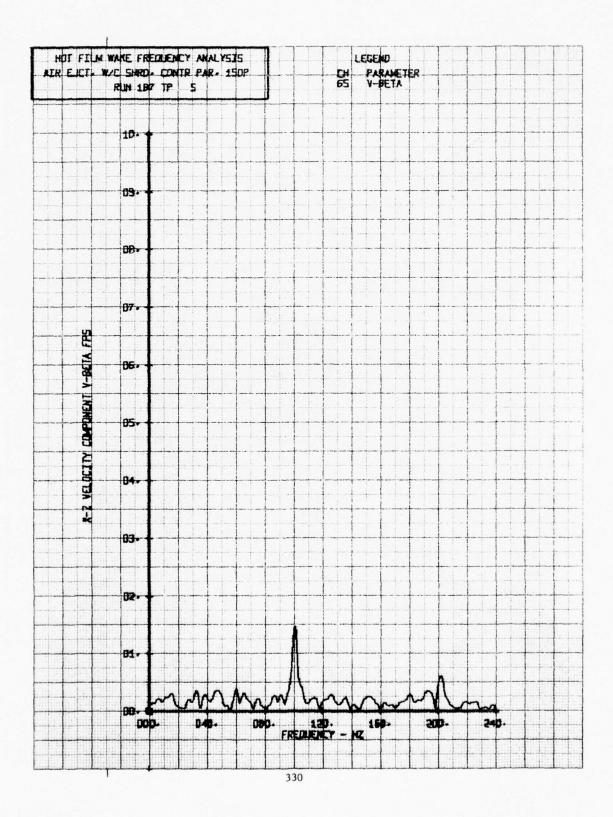


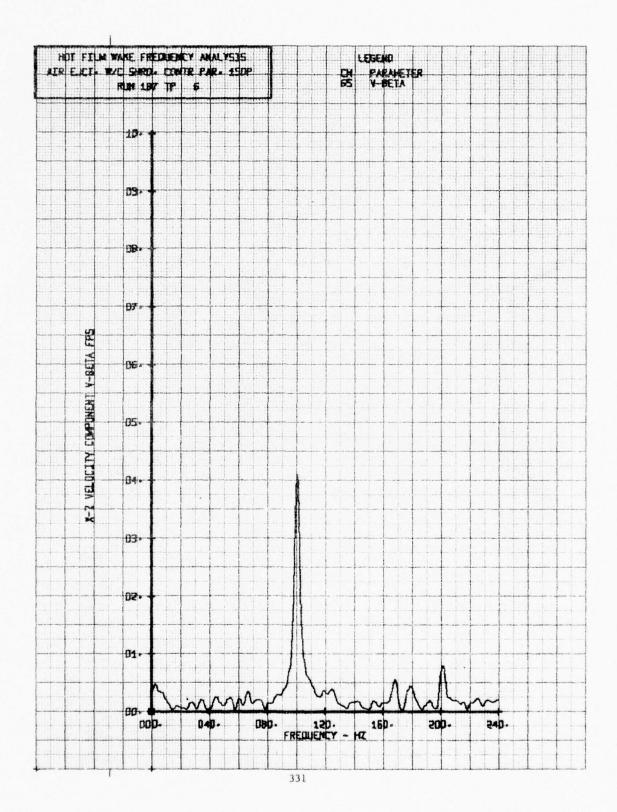


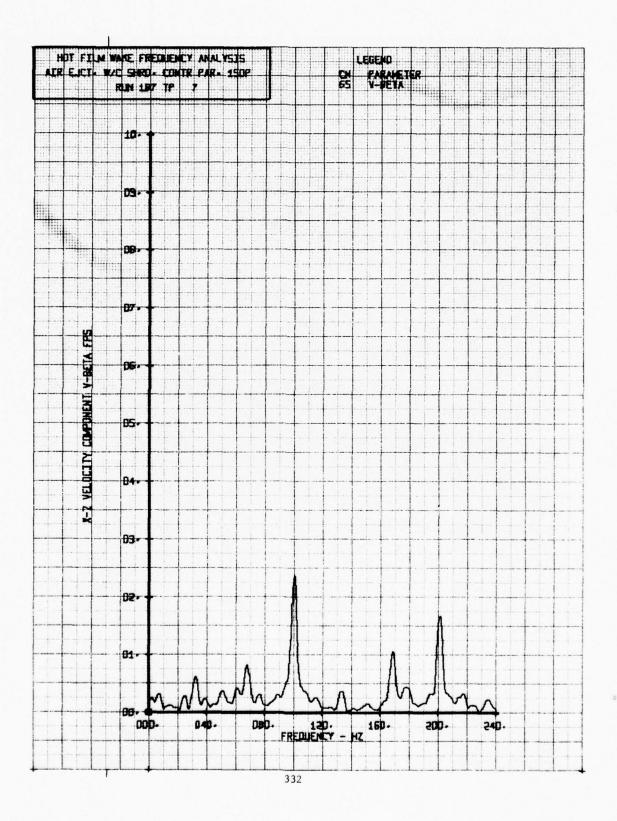


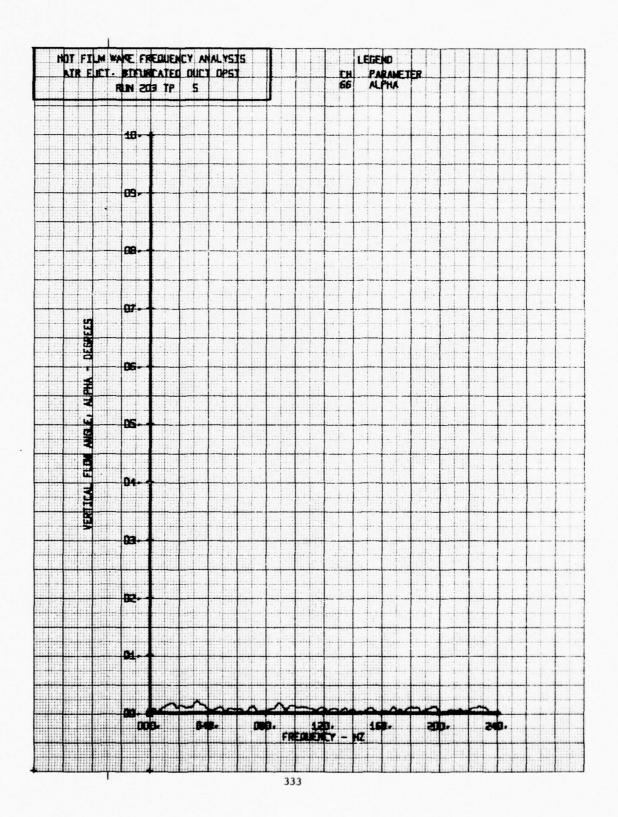


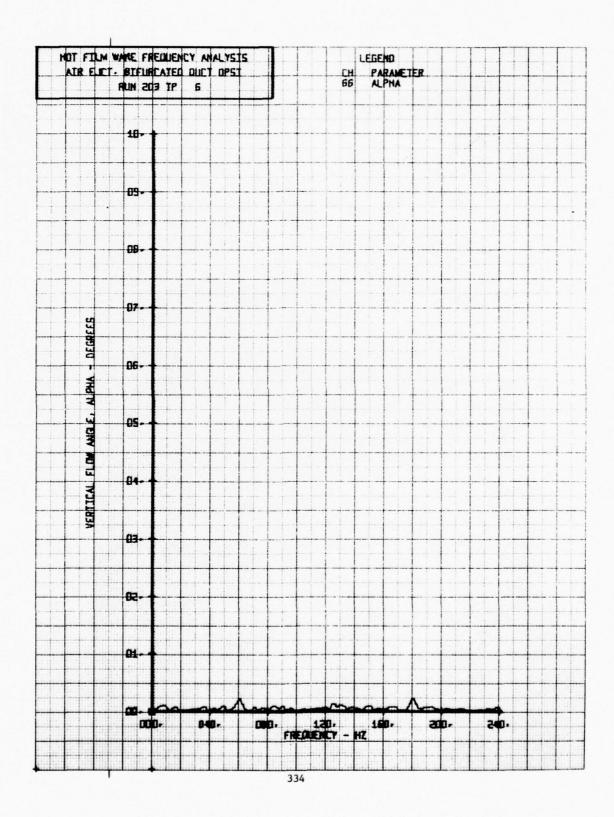


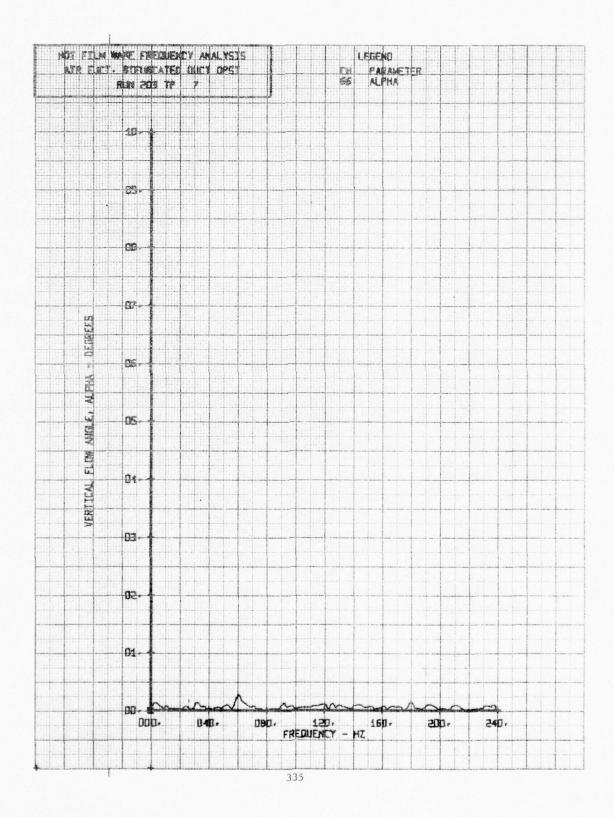


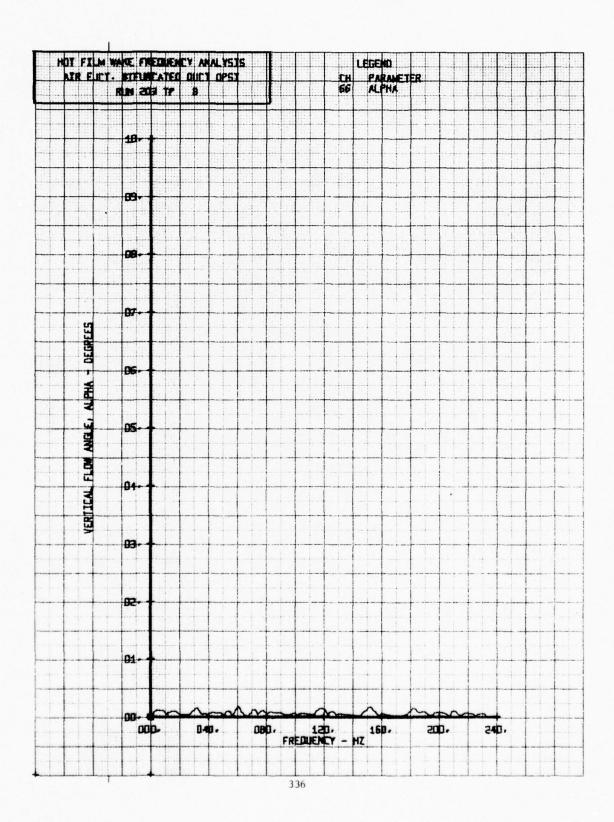


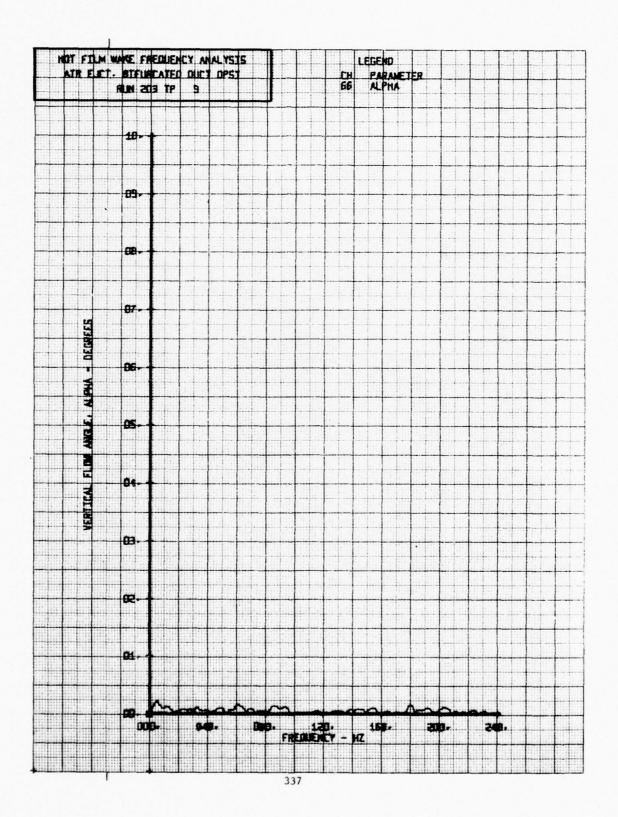


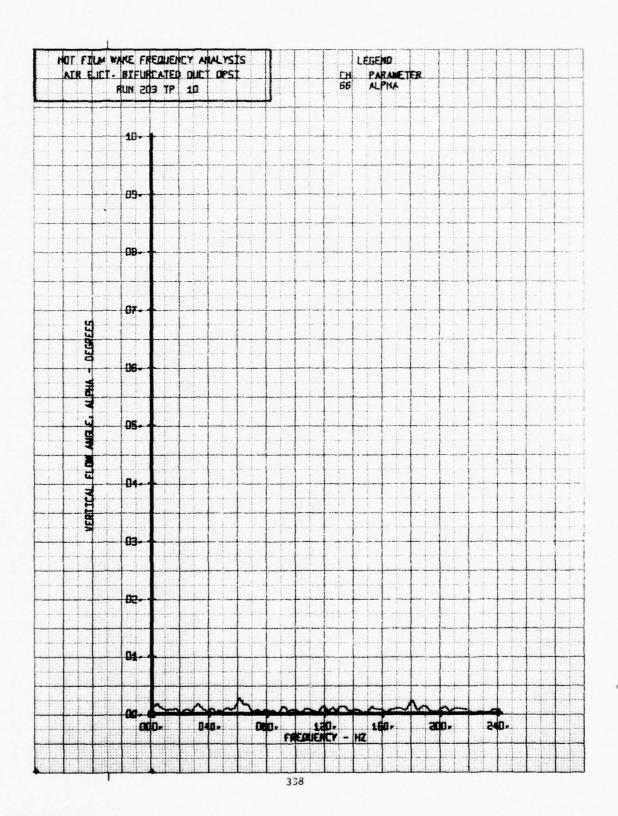


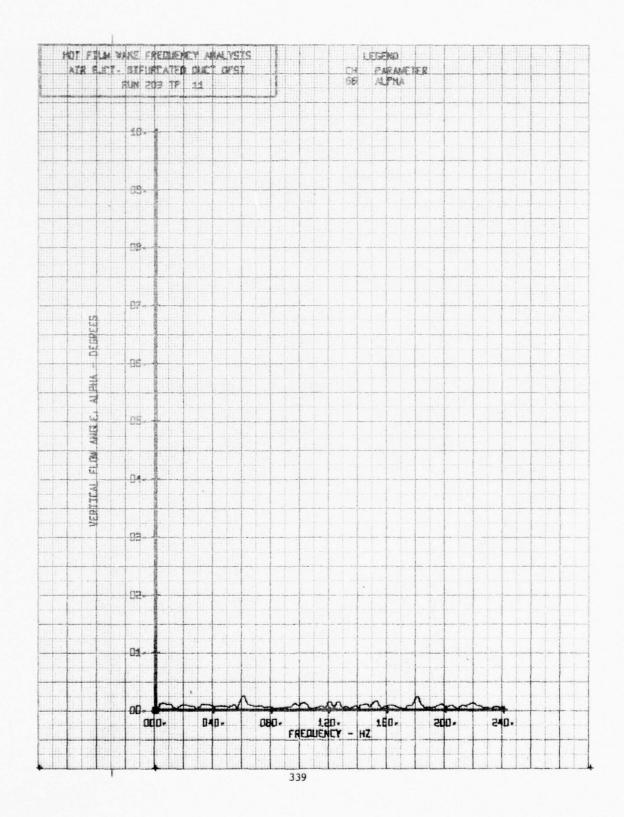


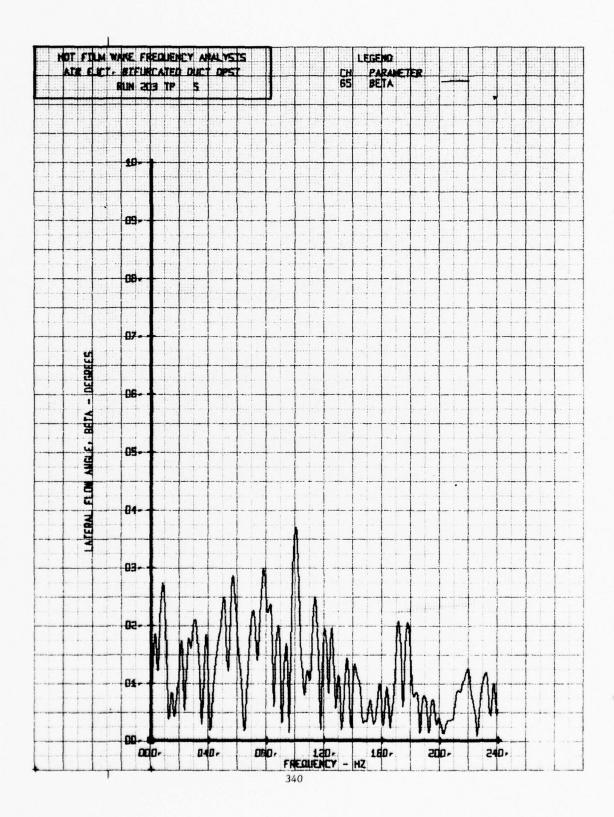


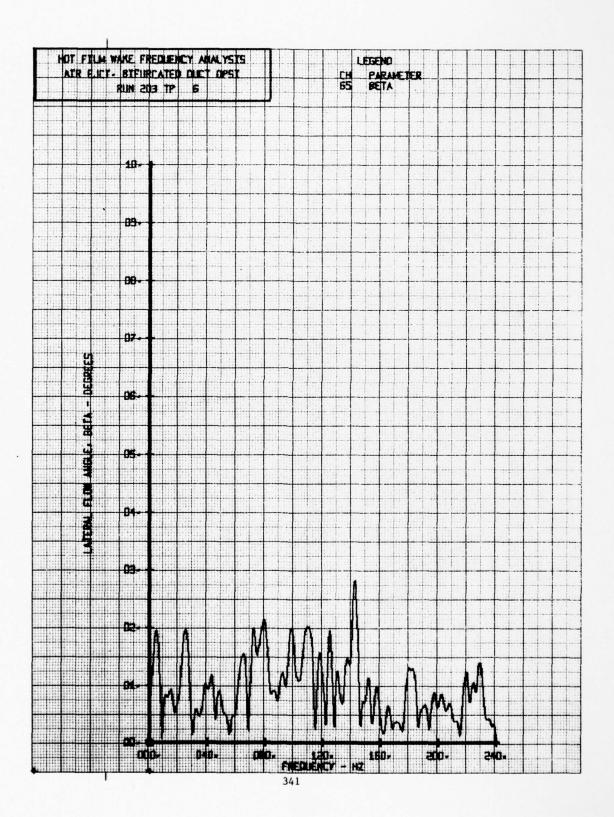


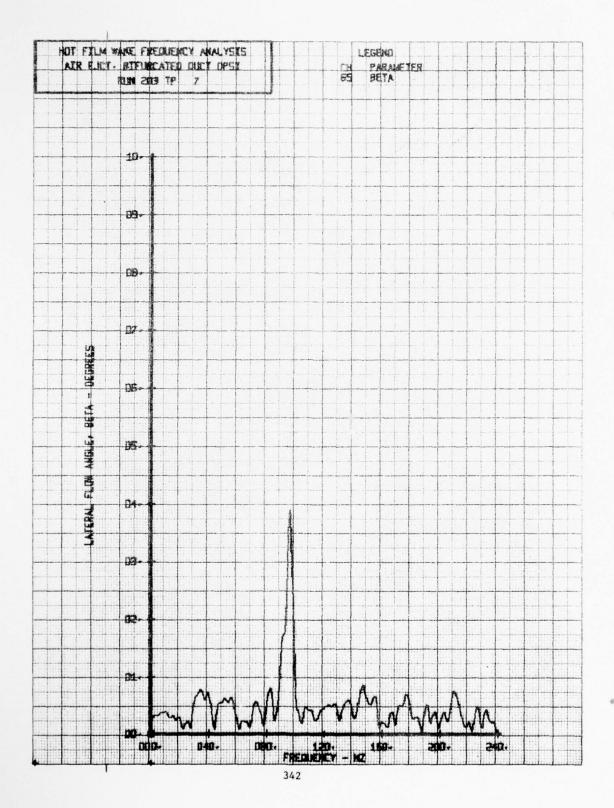


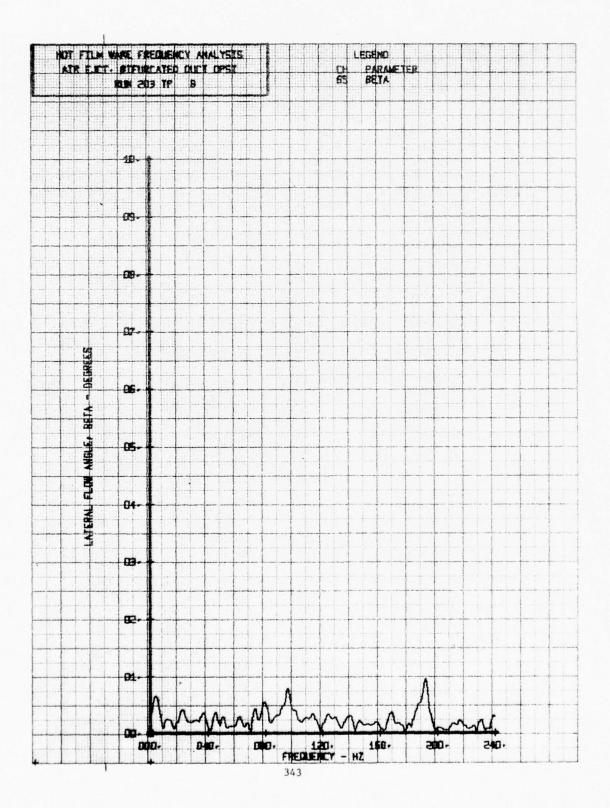


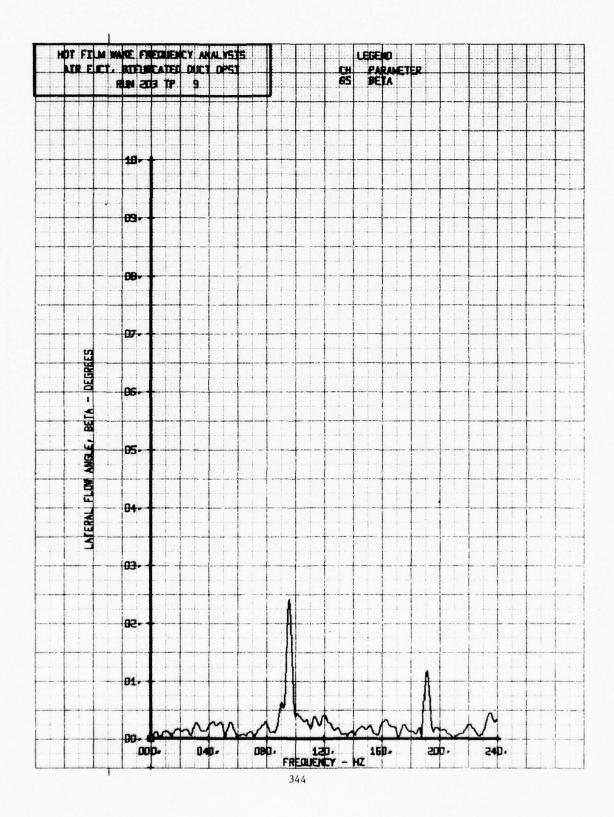


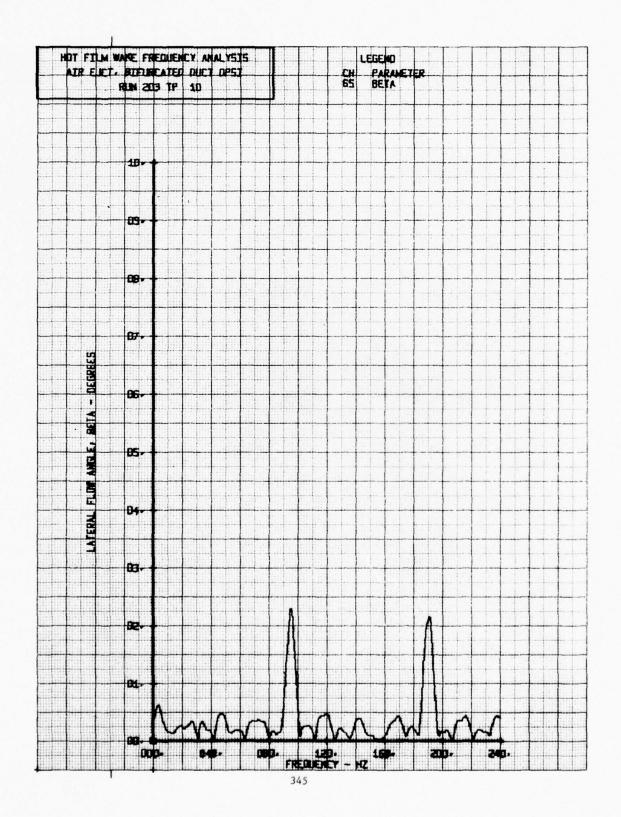


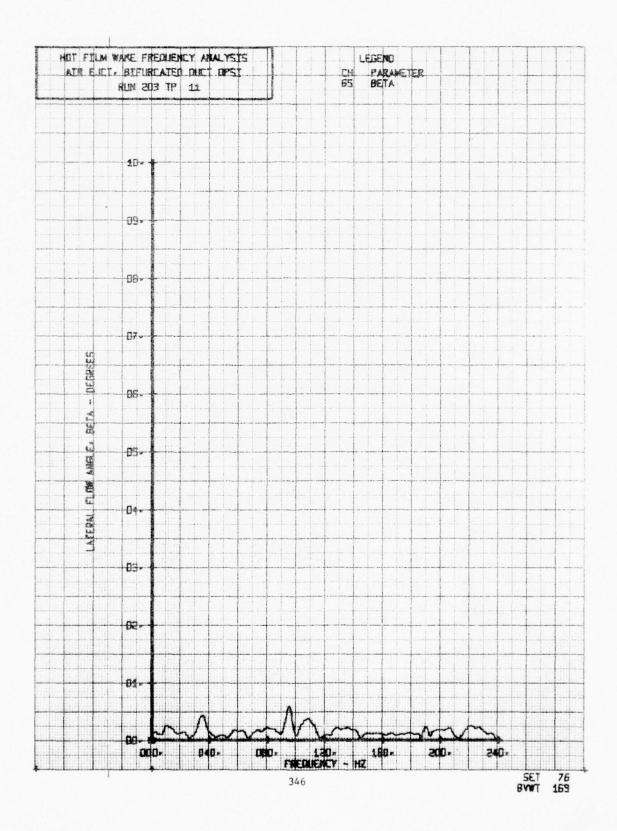


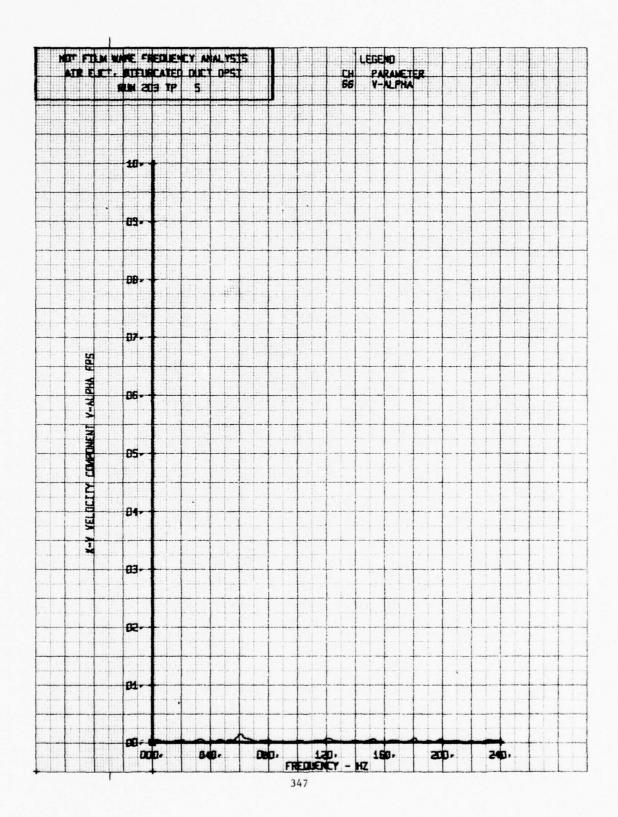


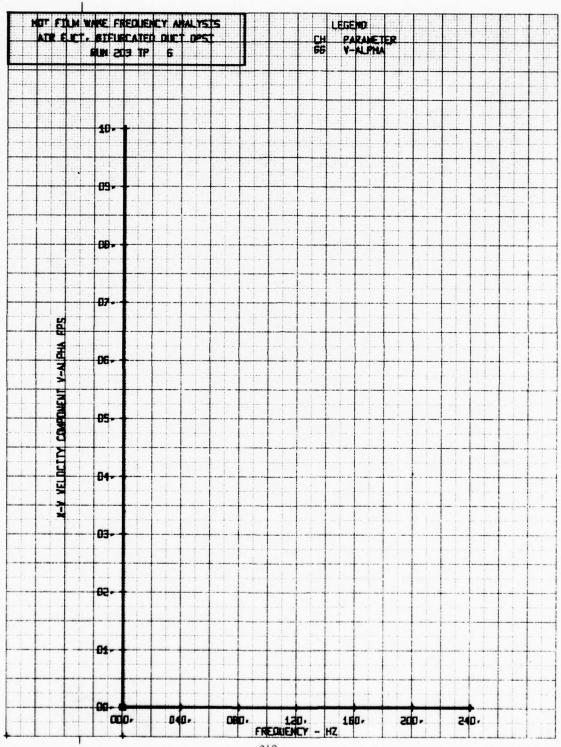


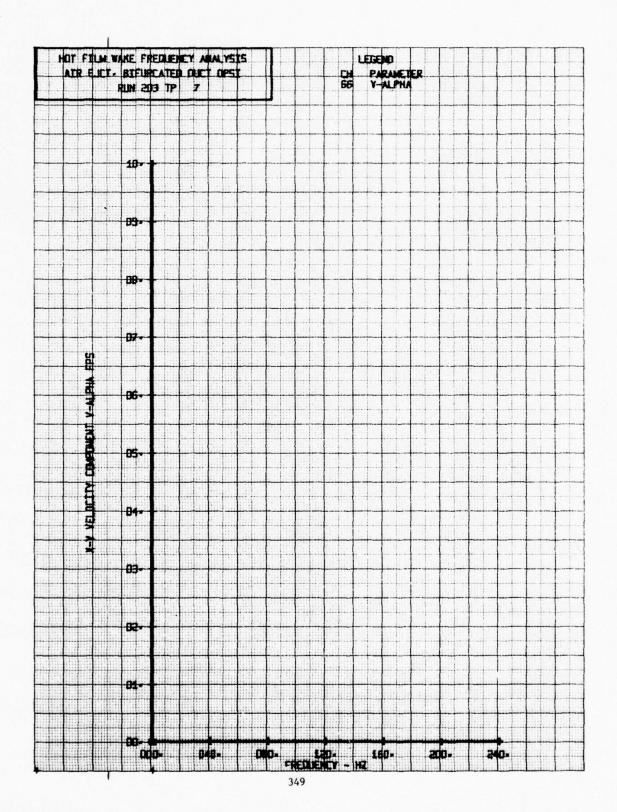


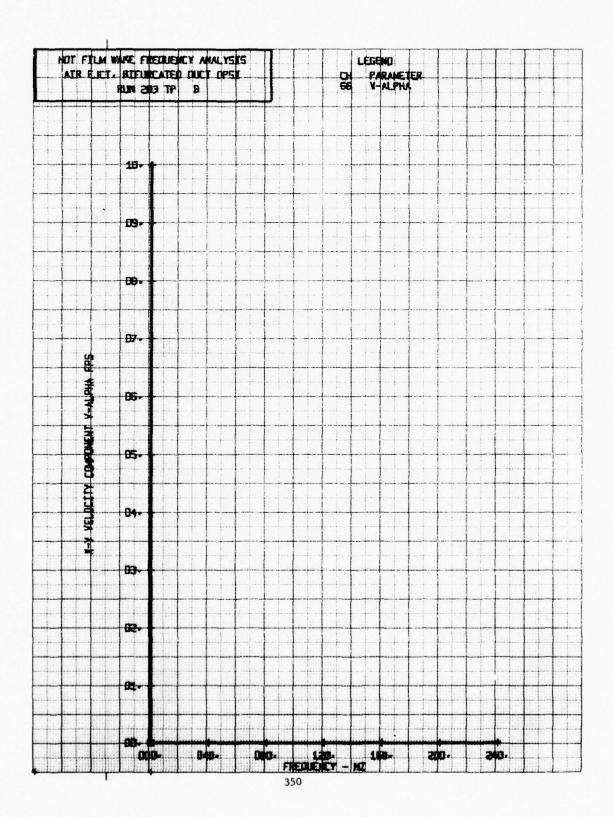


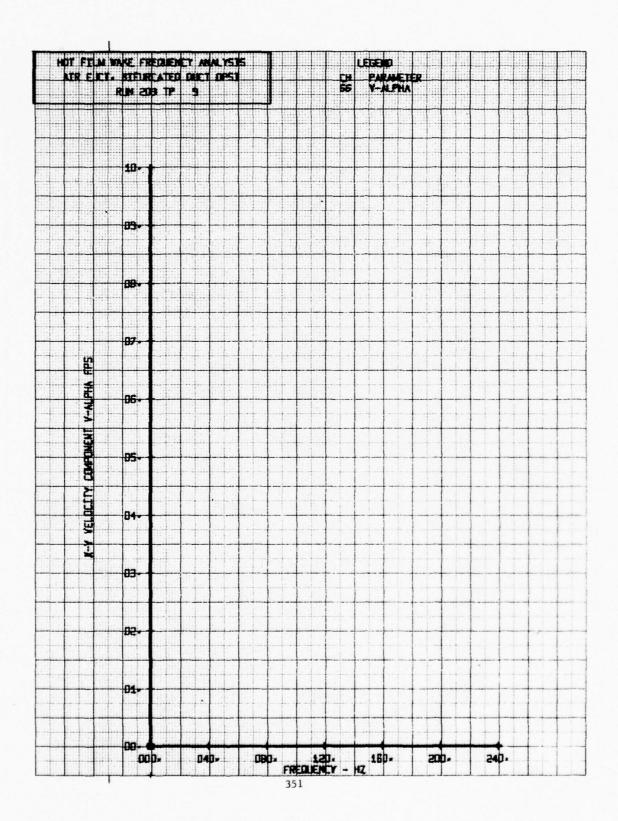


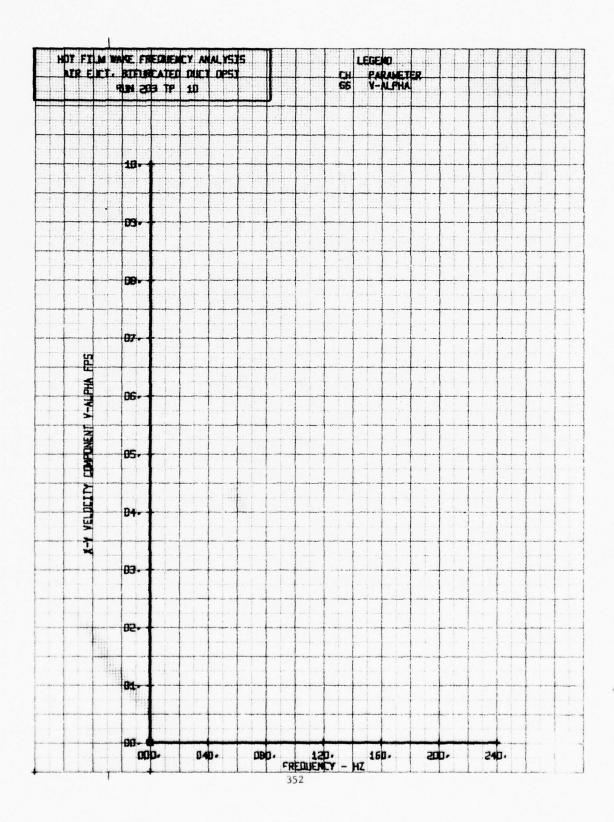


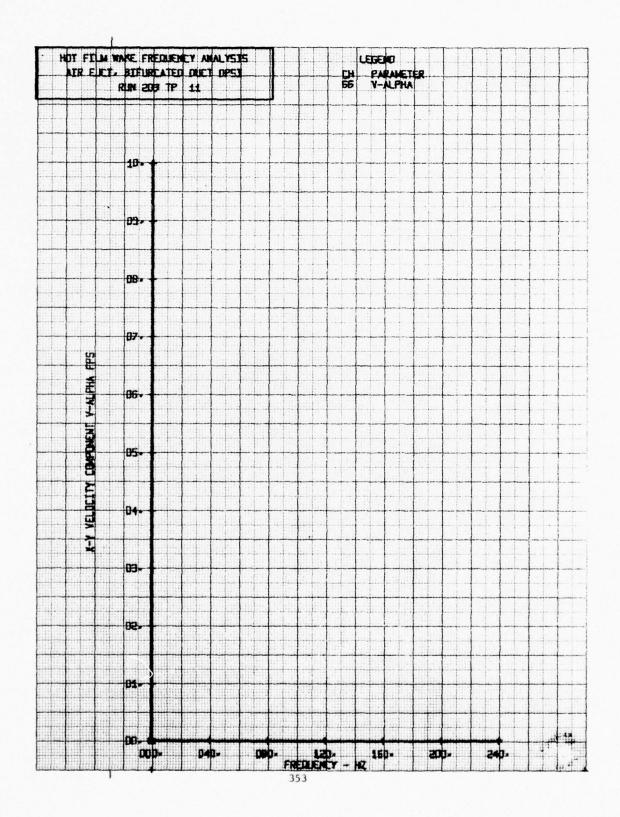


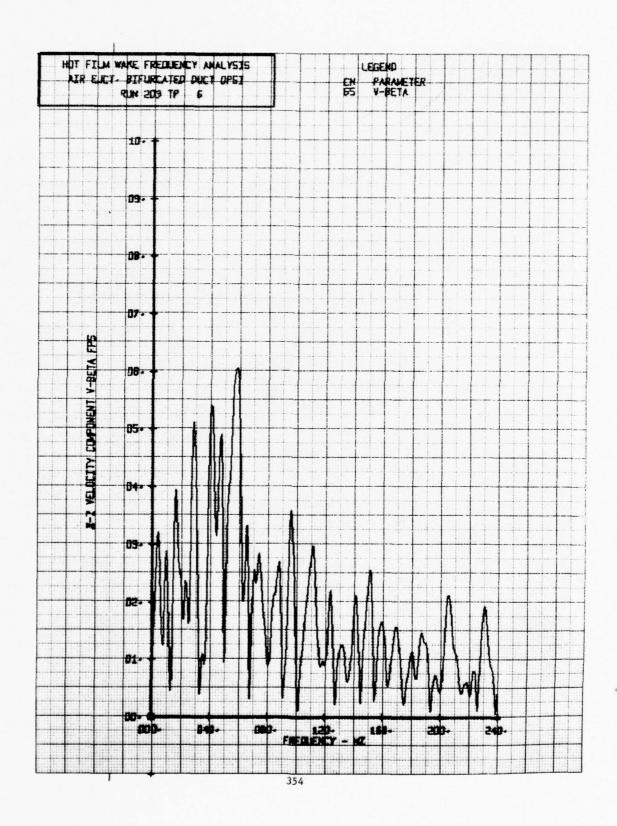


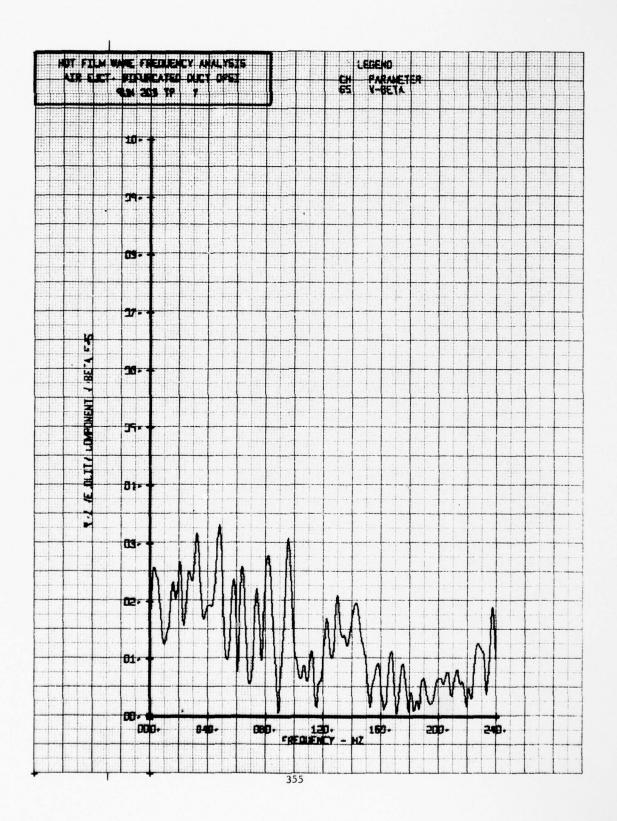


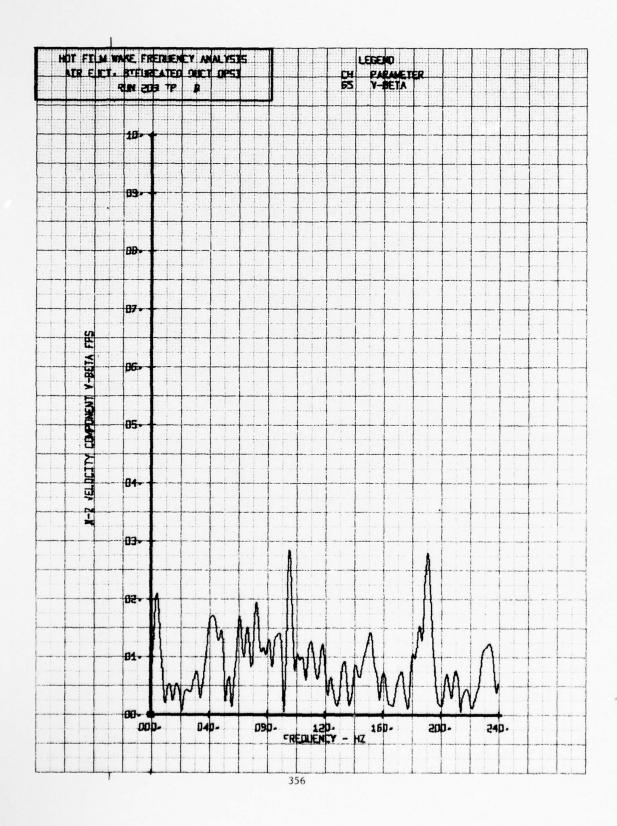


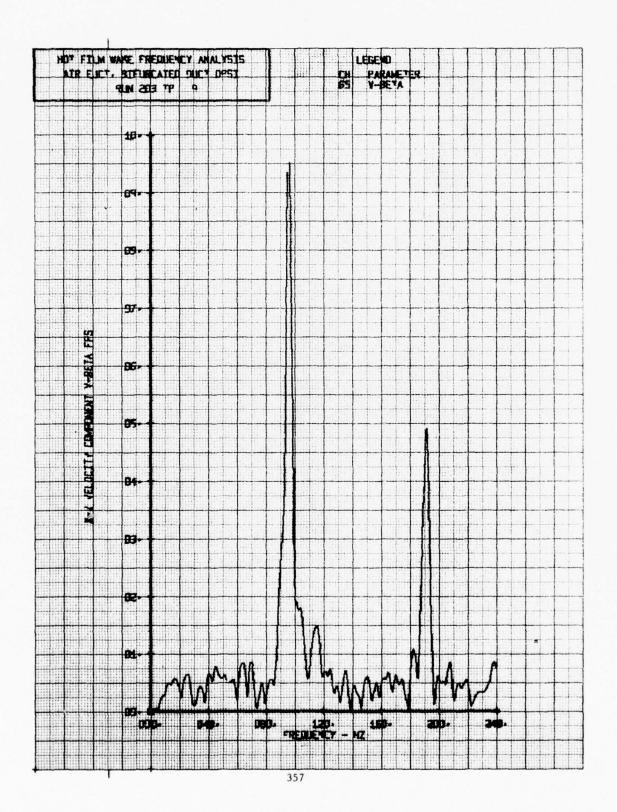


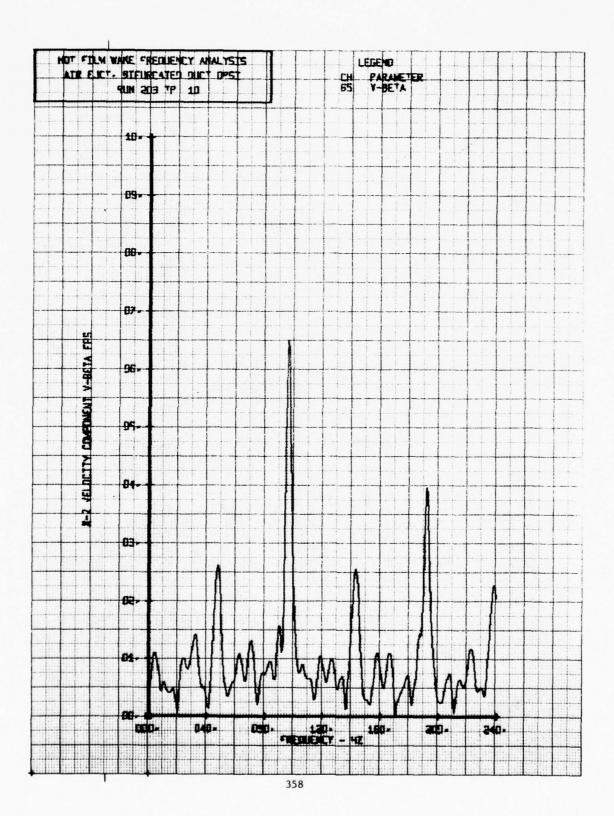


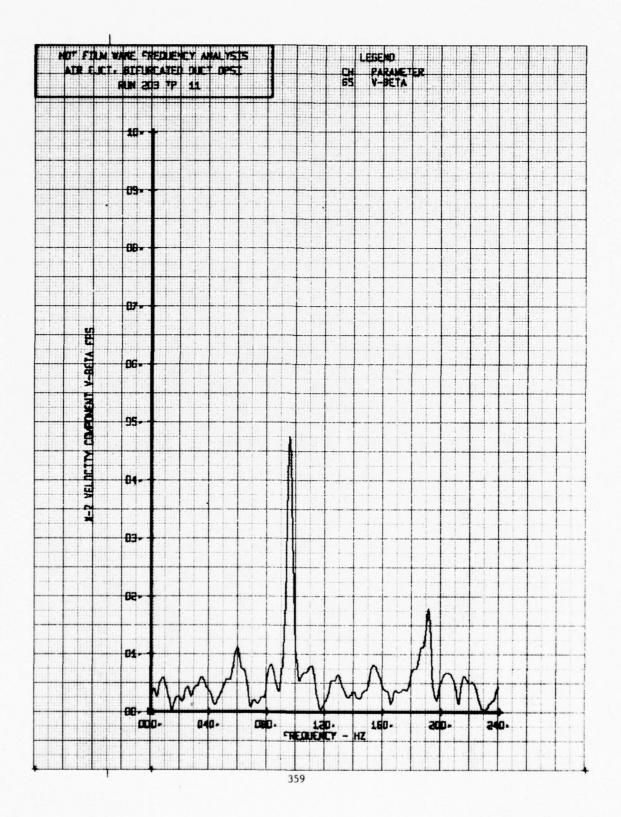


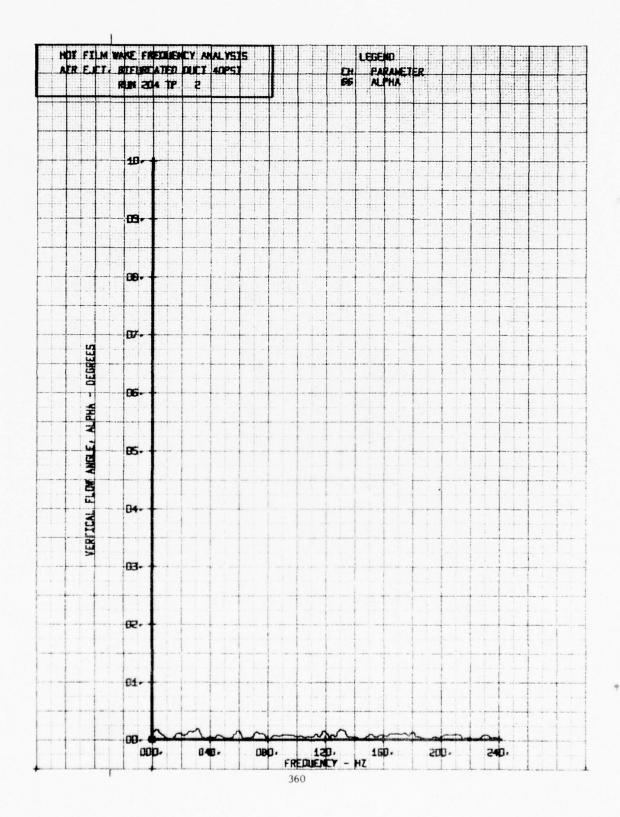


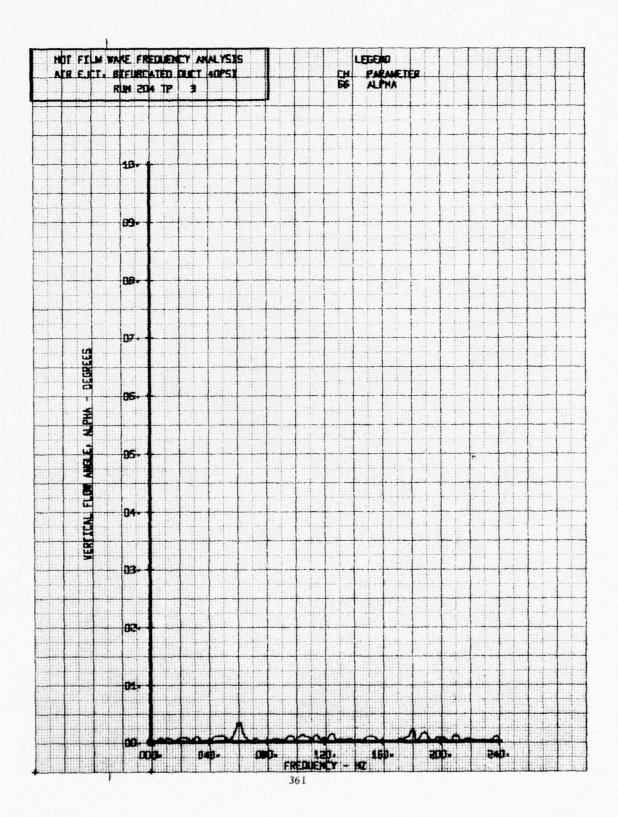


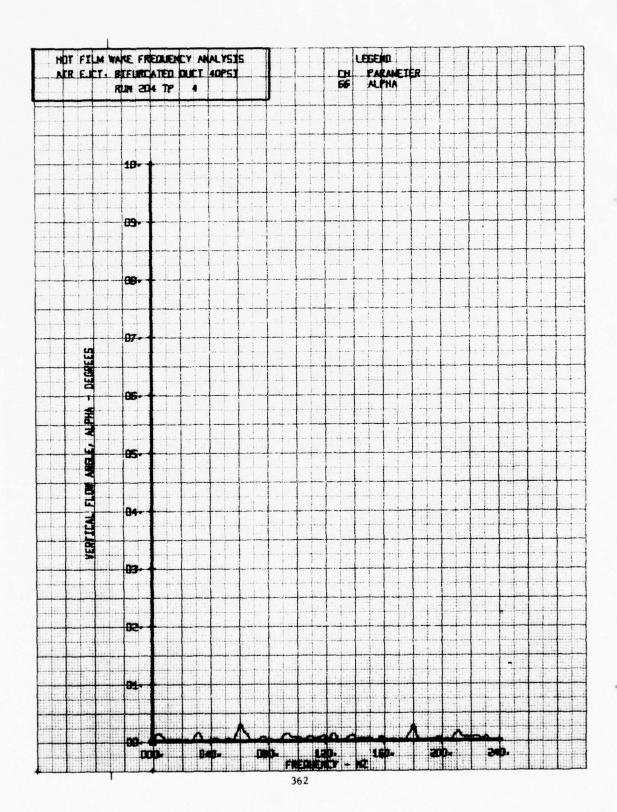


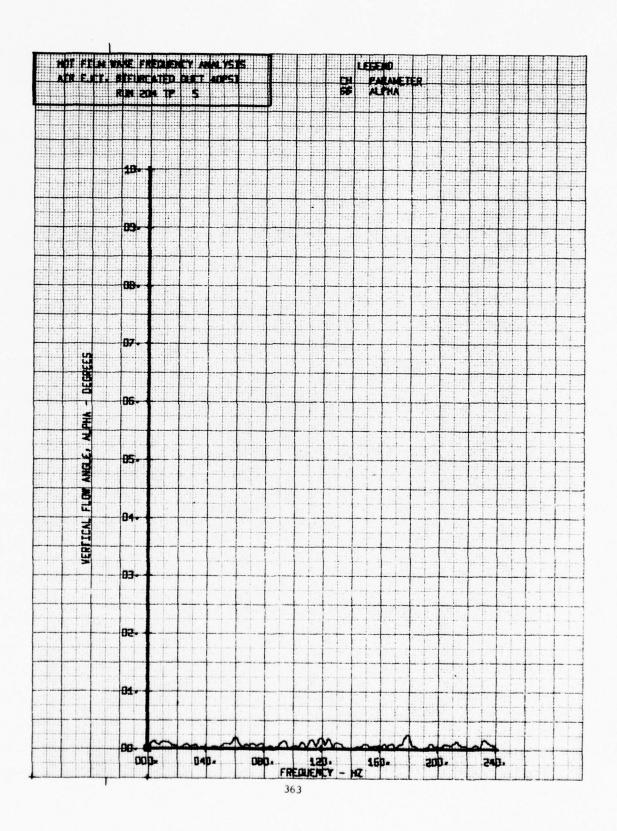


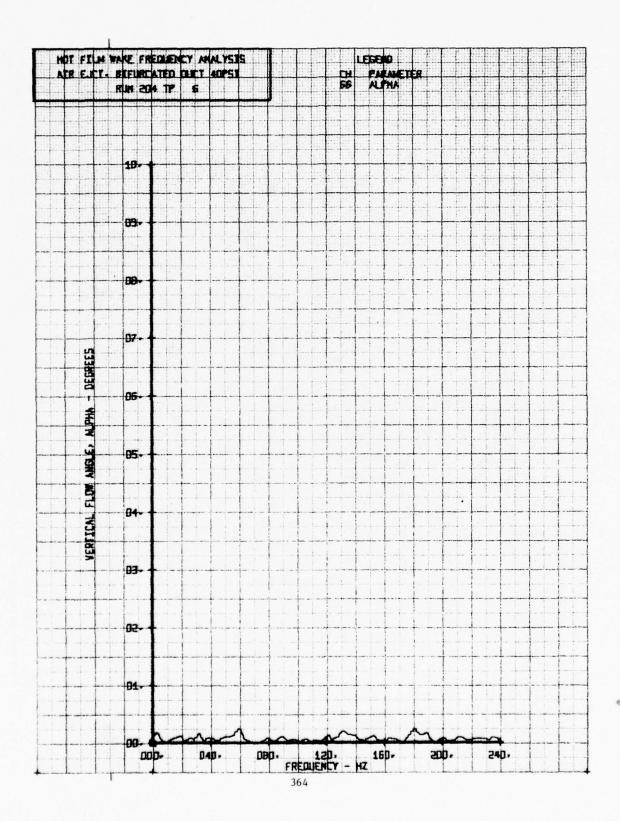


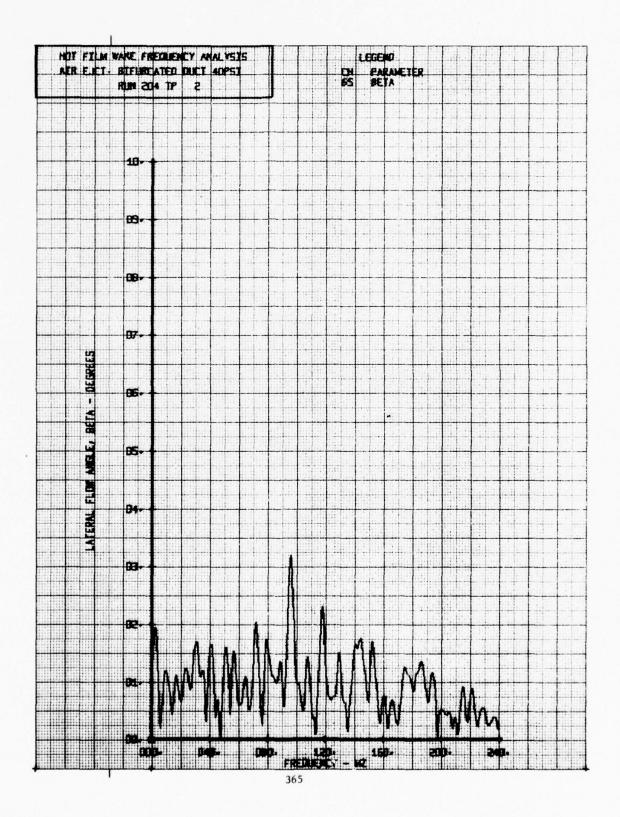


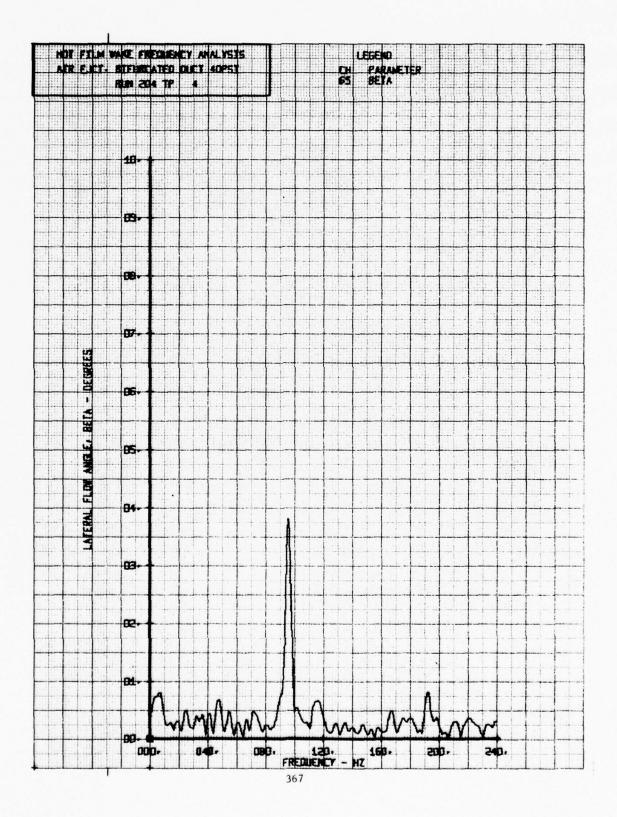


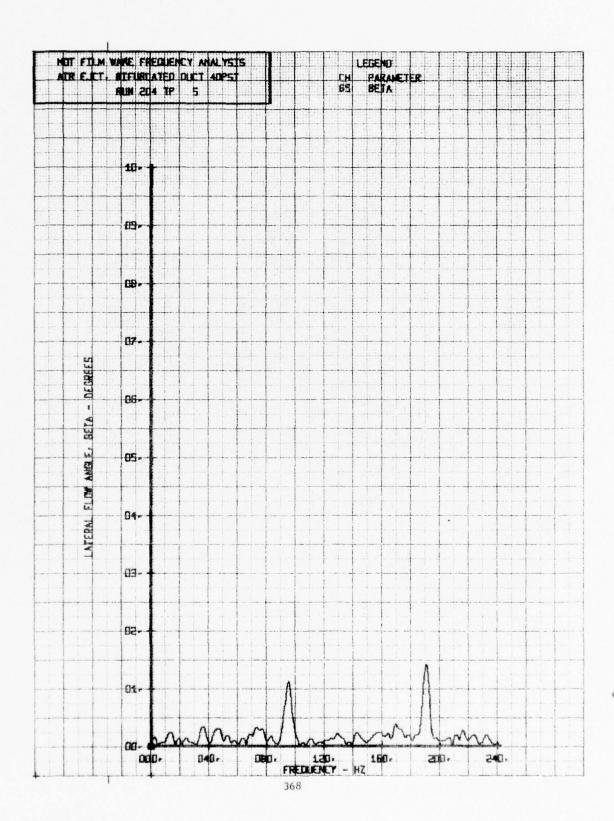


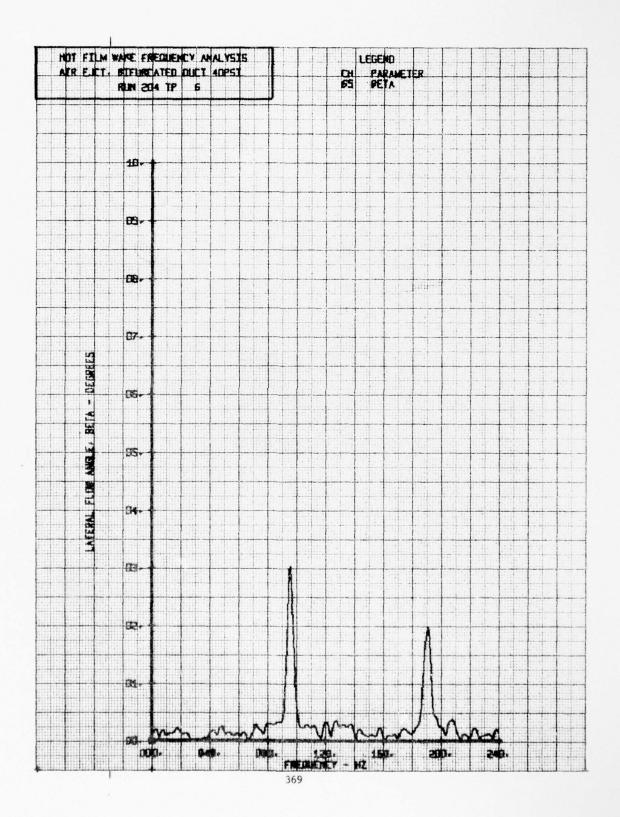


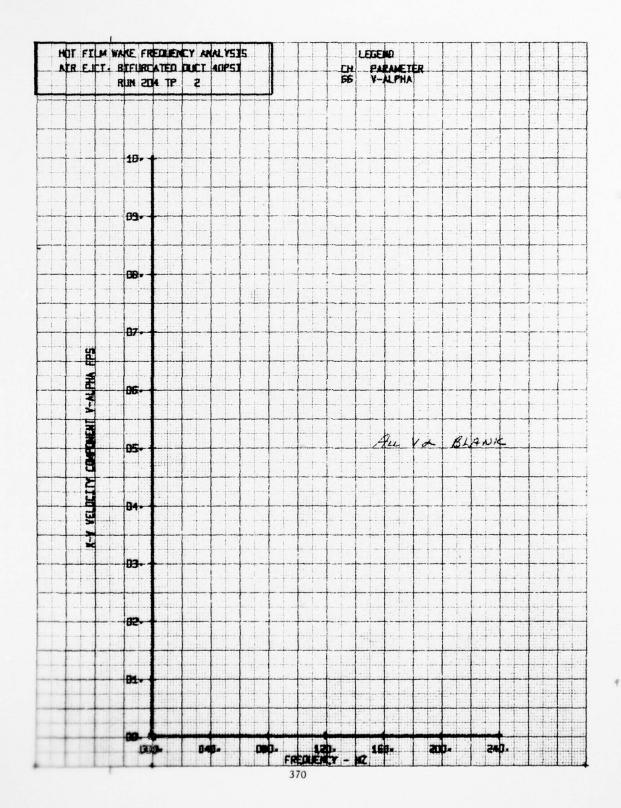


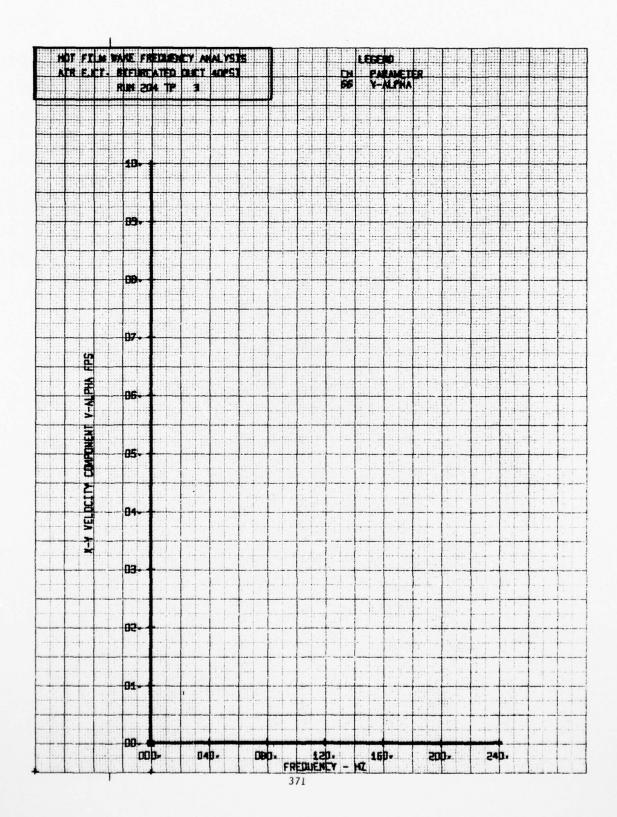


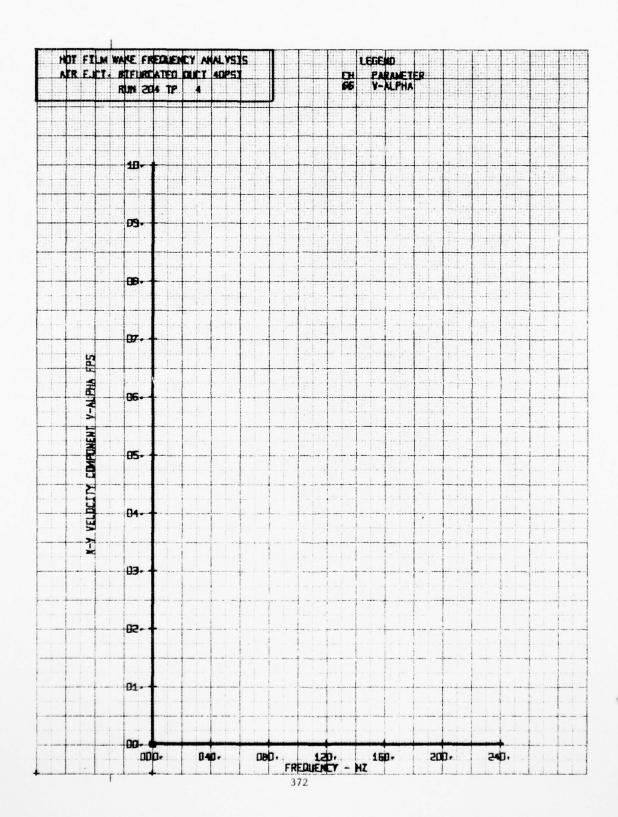


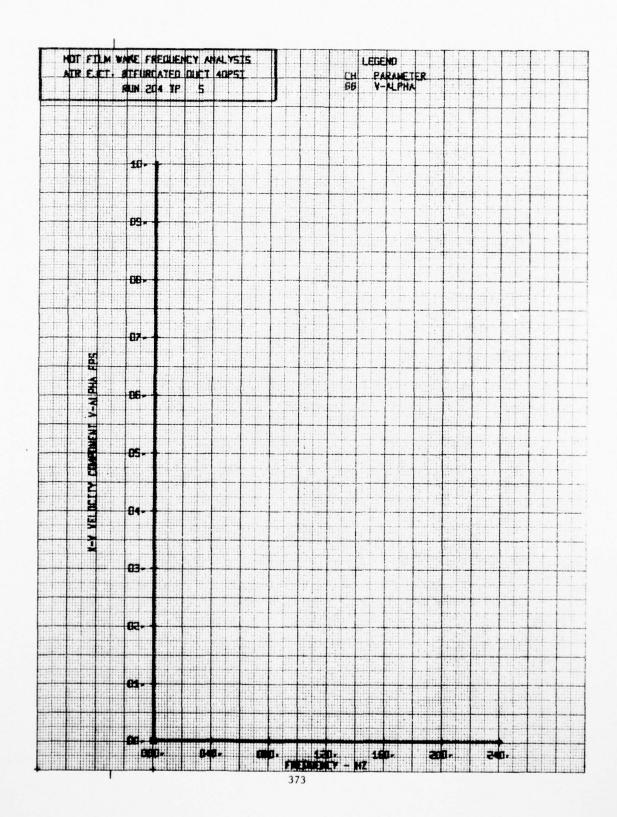


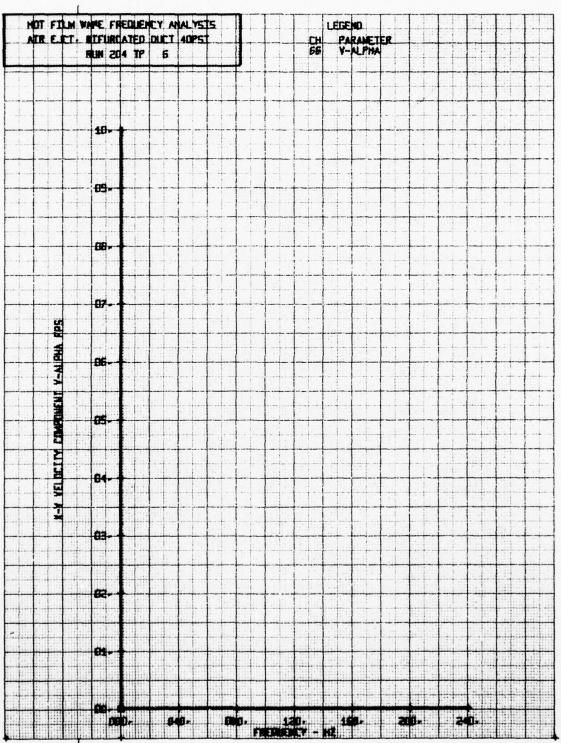


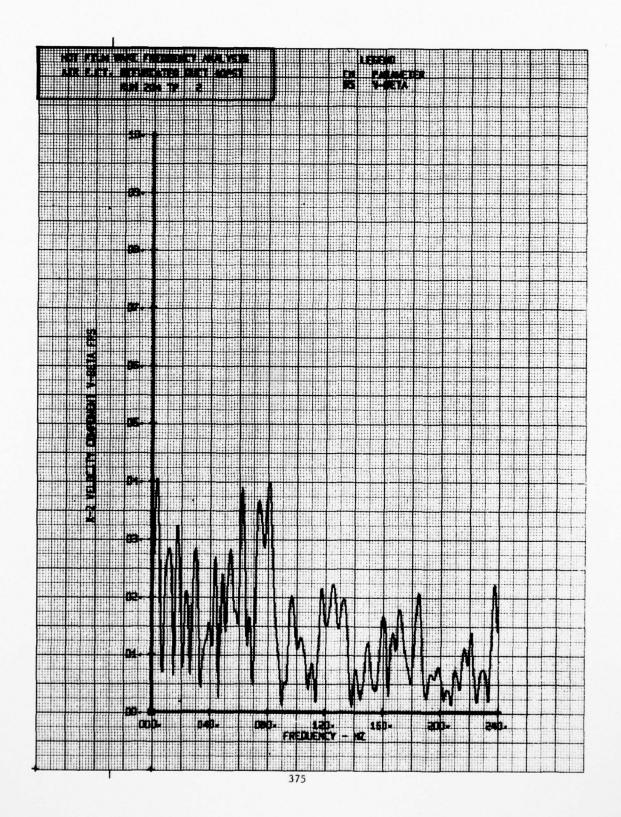


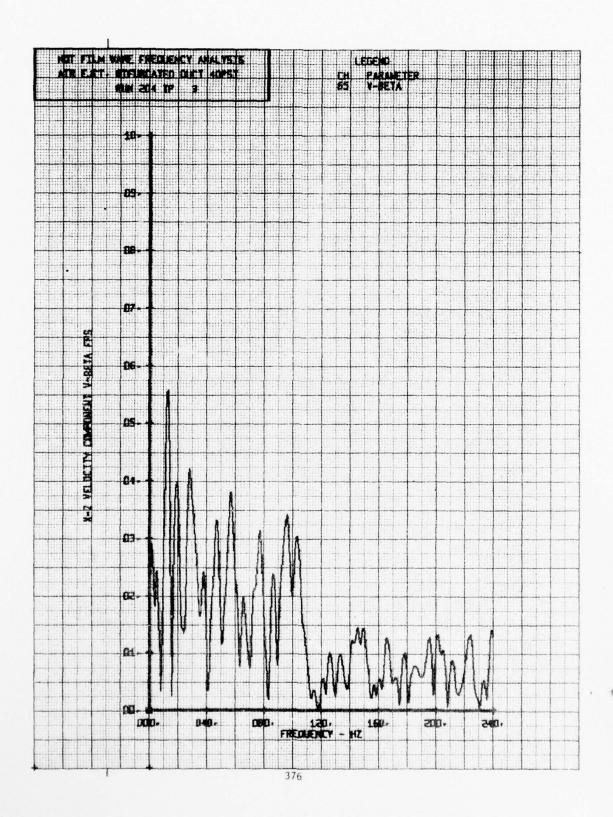


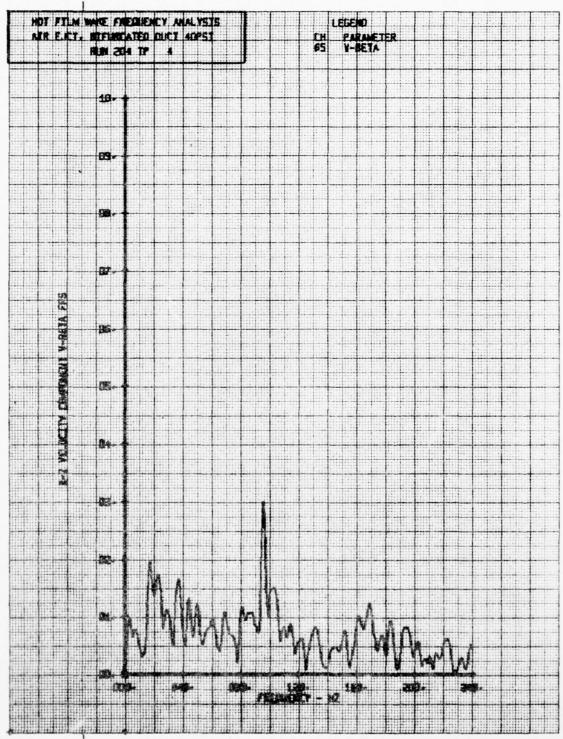


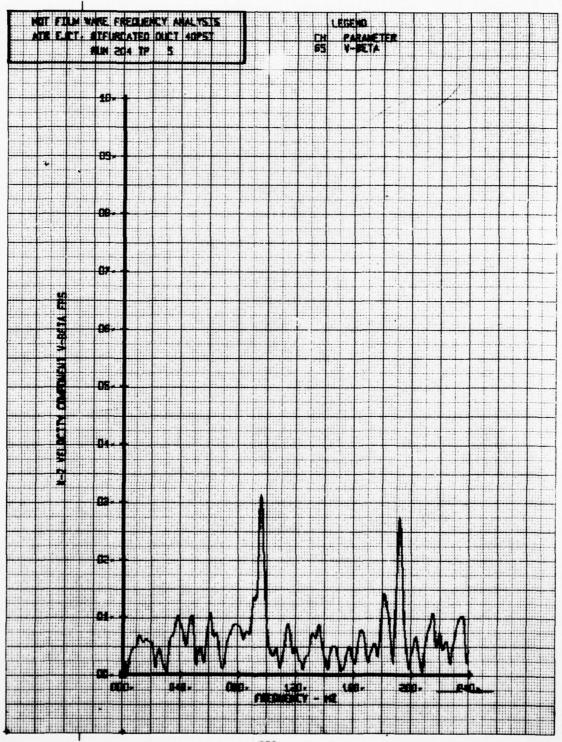


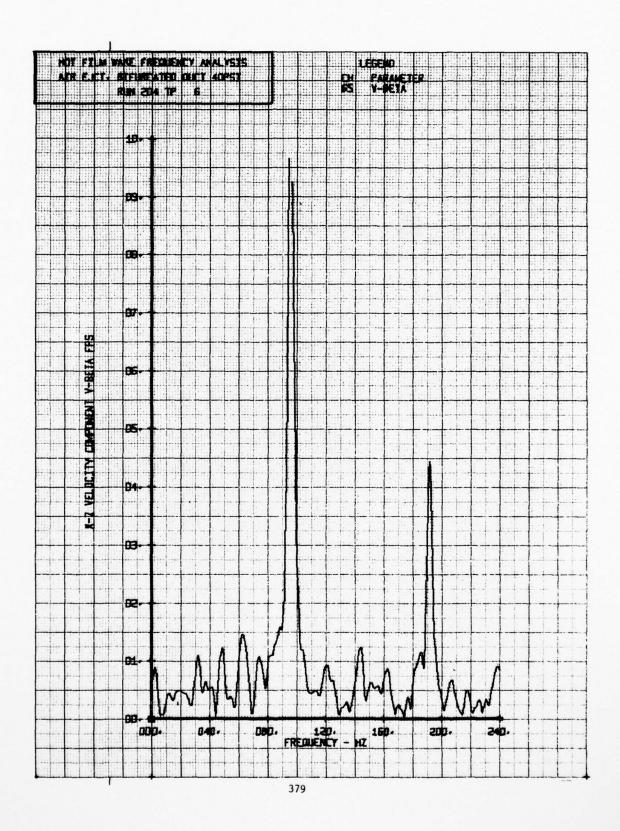


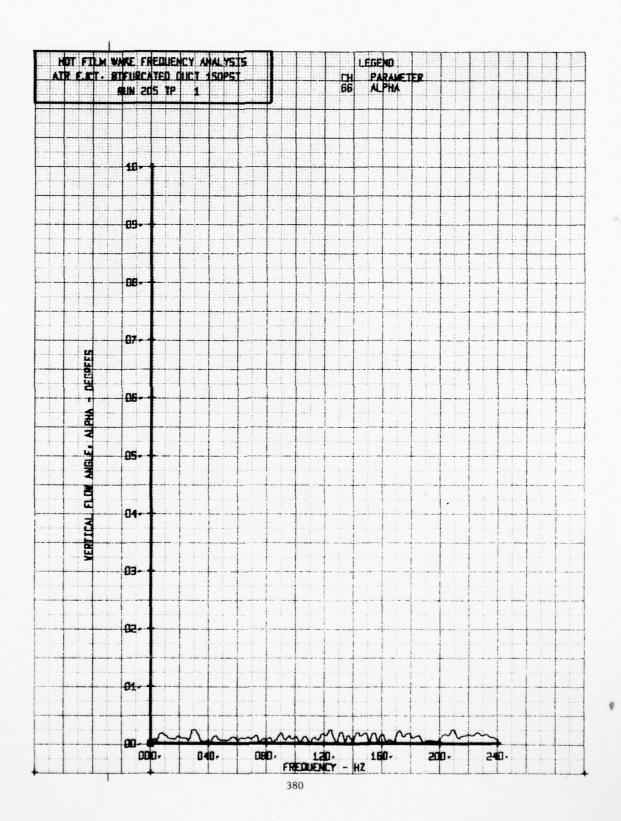


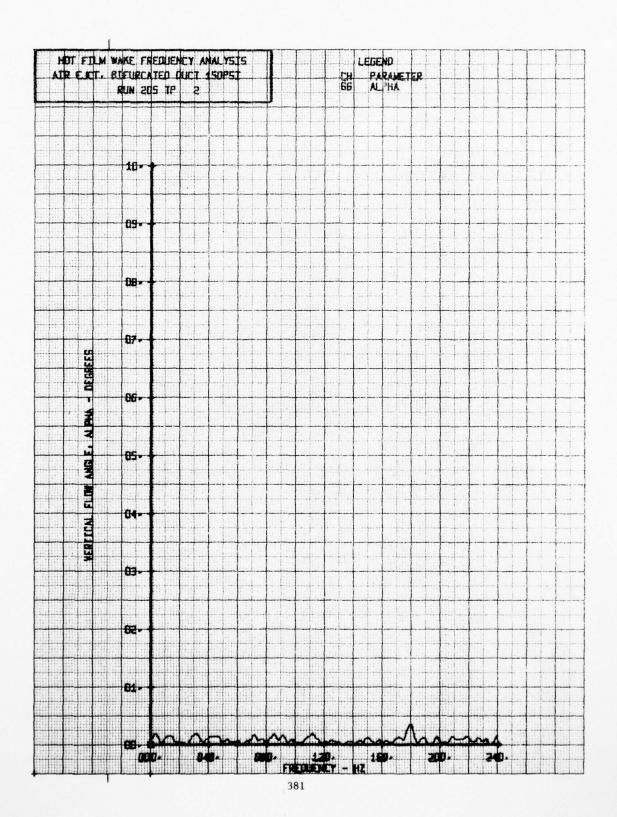


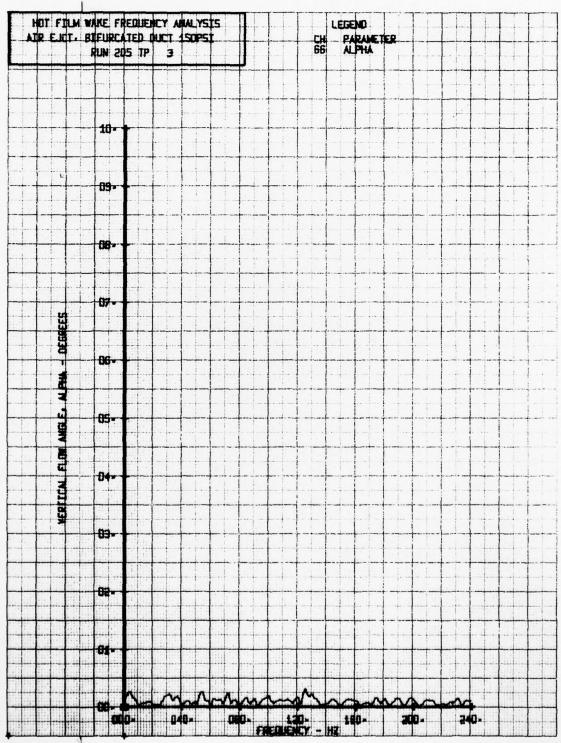


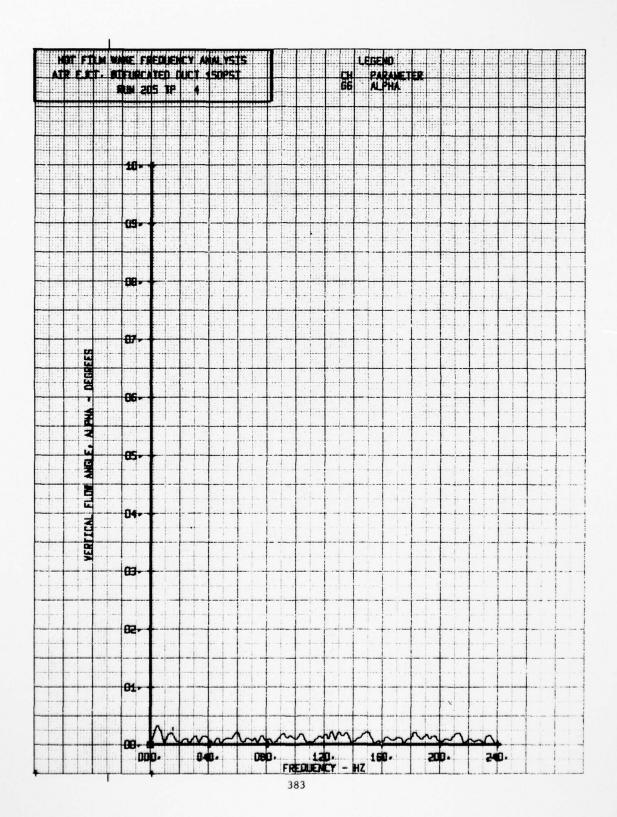


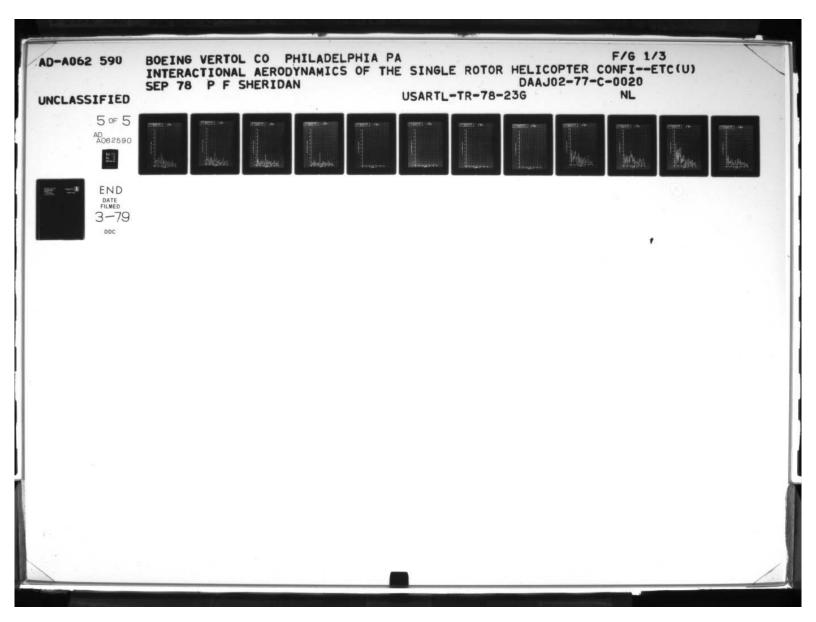


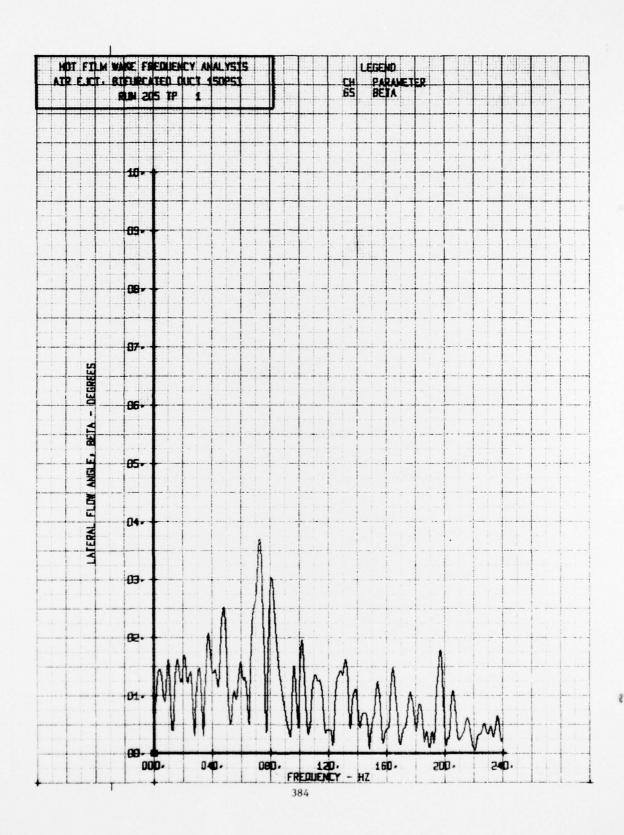


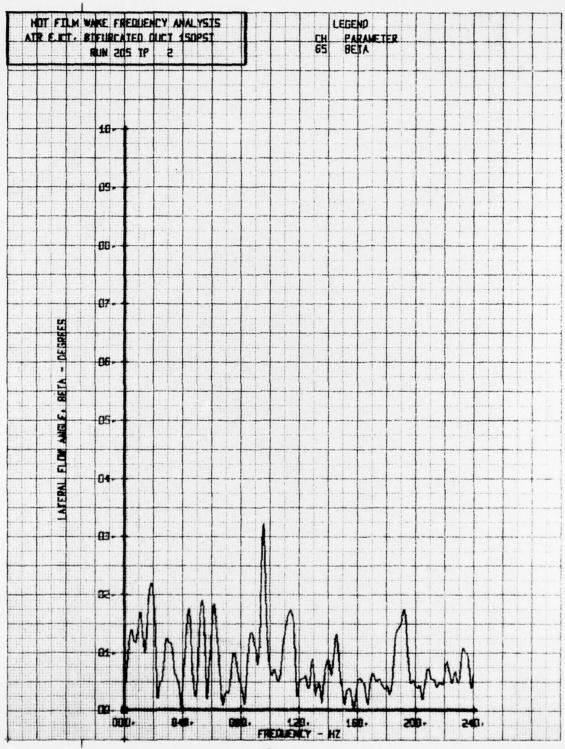


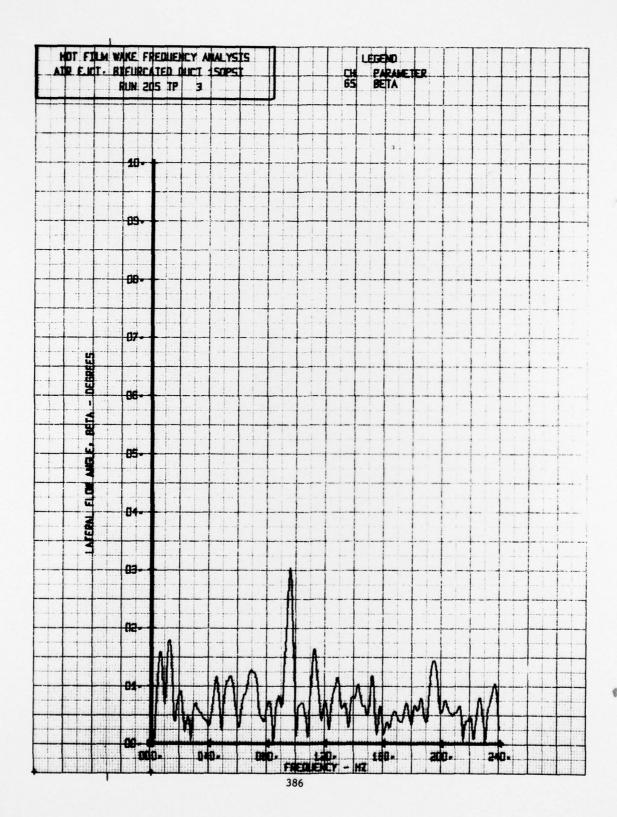


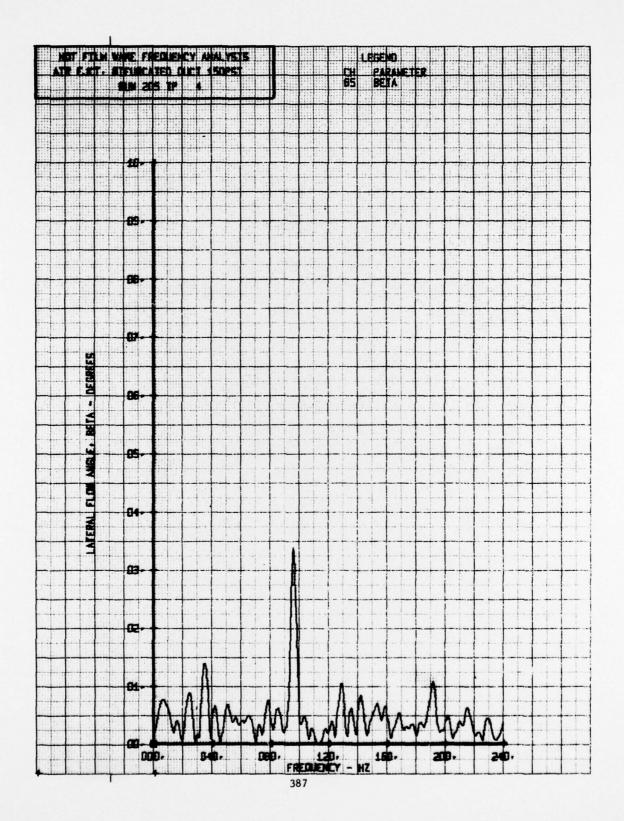


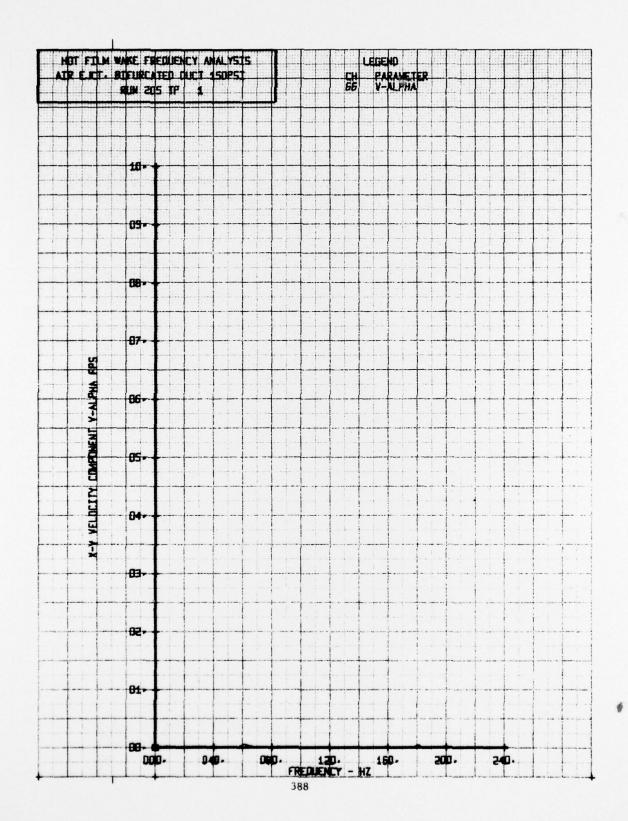


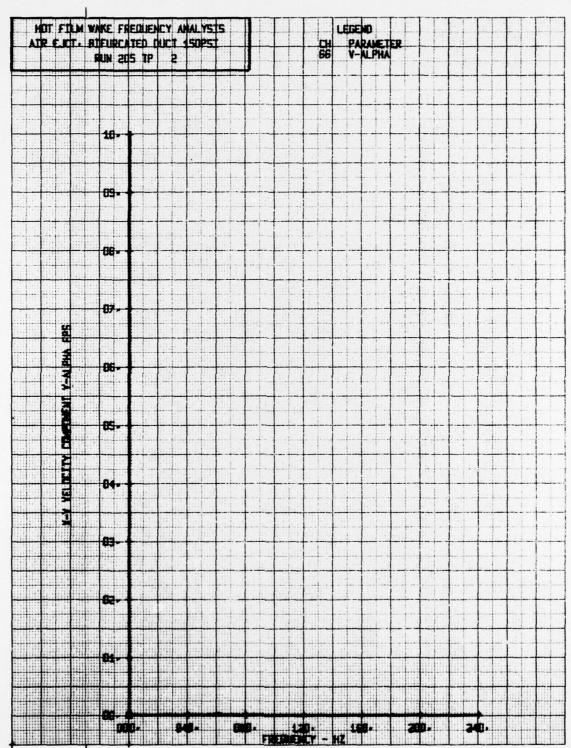


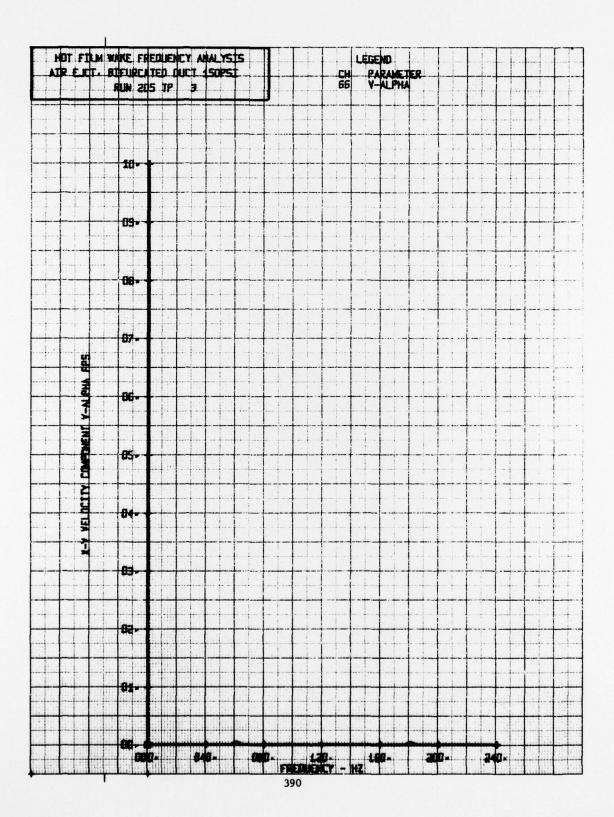


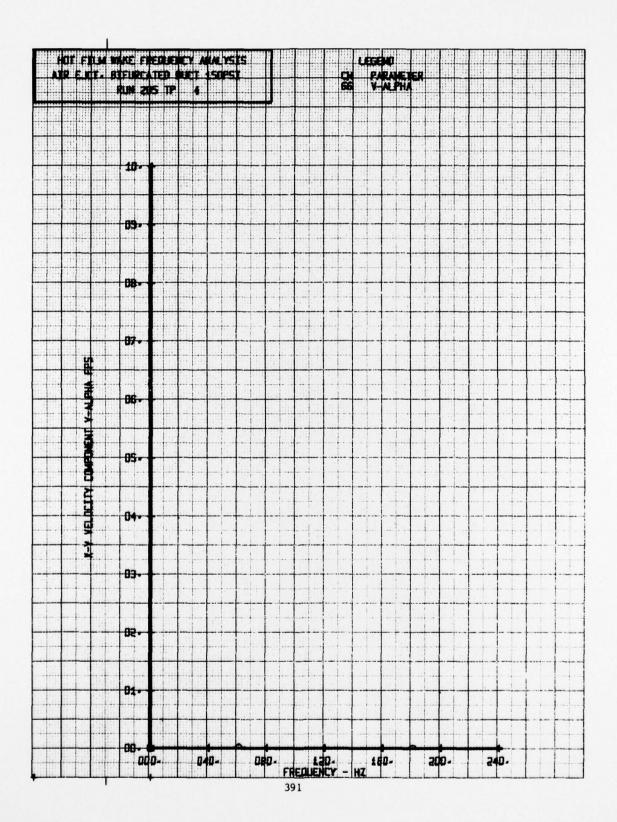


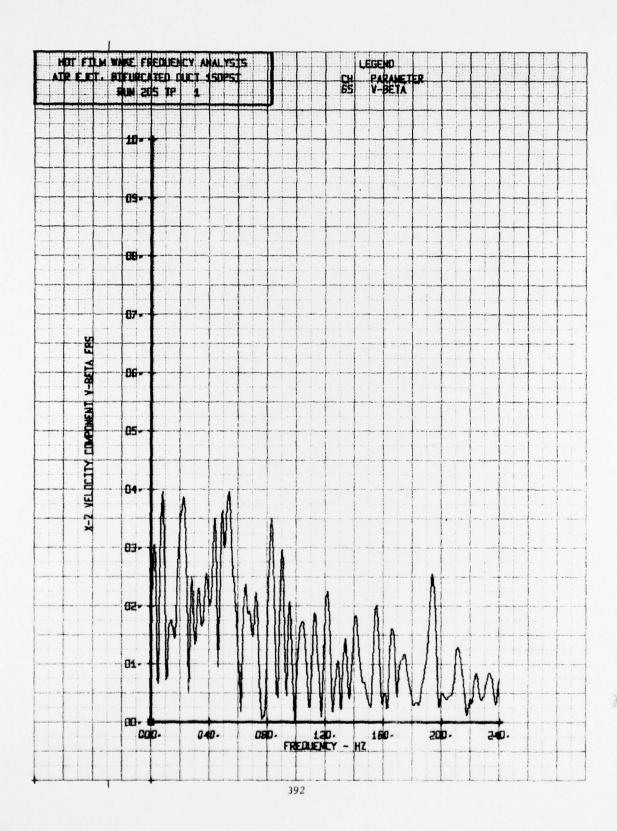


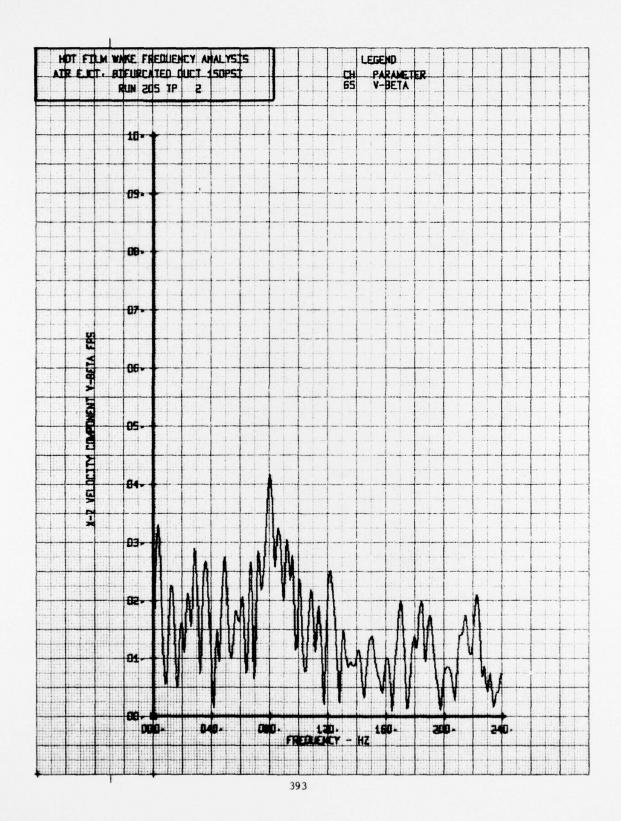


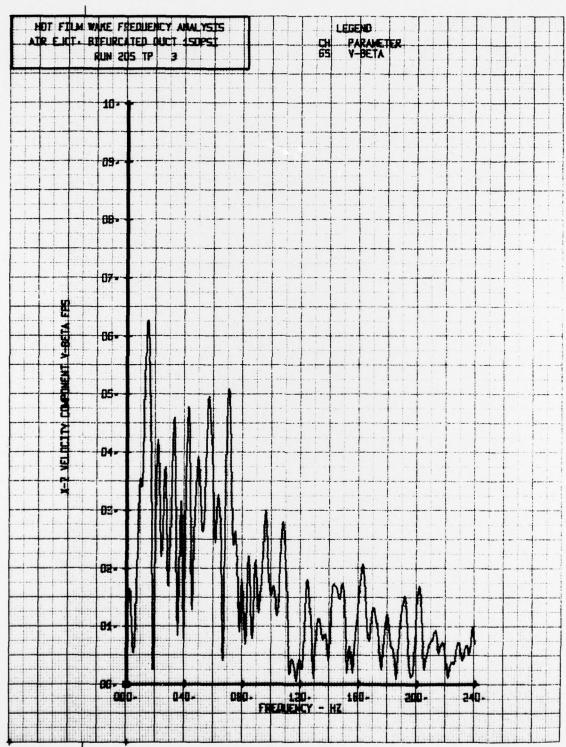


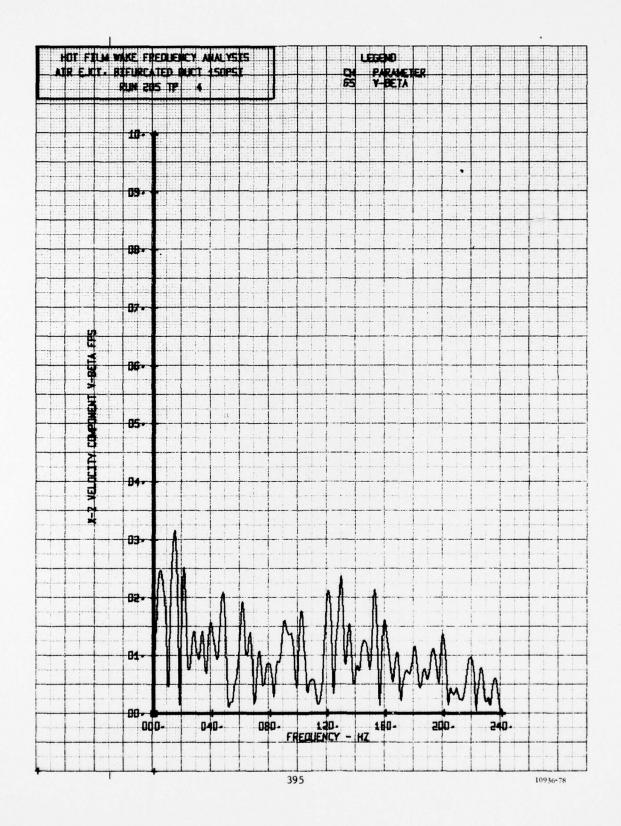












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